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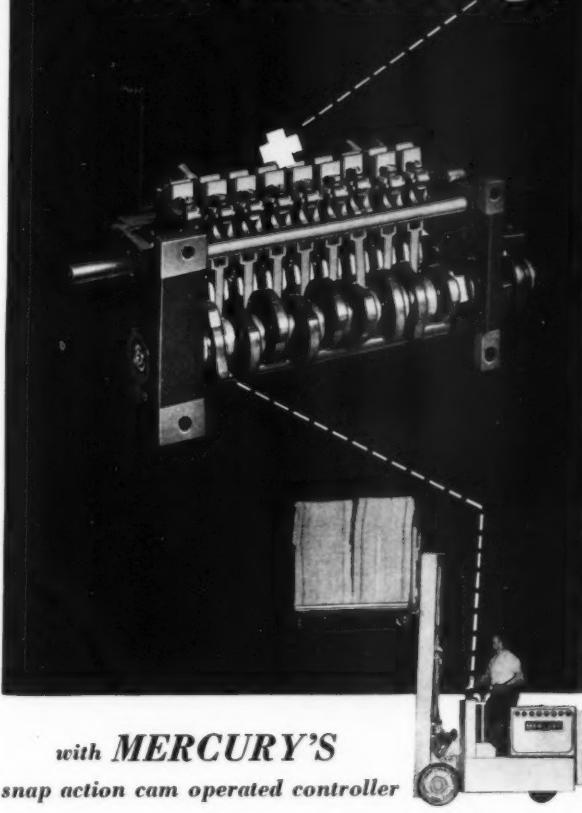
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Wake Up!

We're in a War

(An Editorial)

TO say that Americans in general are complacent about this war is a little far-fetched in our humble opinion; the mothers and fathers of those who have entered the armed forces and all of us whose pocketbooks have been attacked and will be even leaner under the new tax program are certainly not immune to the effect of the present conflict. In place of complacency about this war, let's say that what is the matter is our inability to comprehend that we can lose this war, and in just about the same manner that it was lost by France, namely, too much attention to the selfish aims of those within our own borders.

It is too late now for selfish interests to be striving for social gains or to be figuring ways and means of carrying on "as usual." Labor, as we have stated before, should be concerned with only one thing, namely, greater production. Those in business who have not as yet gotten into swing on war production should make every effort to see what they can do. This war can be lost, and if it is, just where will labor be and what will happen to business?

Our enemies are too well organized and equipped to wait for this nation to dawdle along in its production of war materiel; while we were smugly ignoring their strength and aims, they were secretly preparing for what happened on Dec. 7. Now all of that time lost must be regained and this is going to be a super-human effort, one that will mean real sacrifice of time, money and the usual pleasures.

Recently, one of our good loyal citizens started an innovation that we hope will spread. Instead of his customary "Good Morning," he began greeting his friends and neighbors in the bank, the post office and on the streets with "Go to Work!" At first the townsfolk were a little puzzled, but the idea quickly took hold and now the customary salutation has become, "Go to Work!"

And as a parting admonition, we suggest "Let's Get Mad" and go at our jobs with a vengeance. Surely, with the war being conducted right up to our shores, such an admonition shouldn't be necessary, but nothing can be taken for granted any longer. Free enterprise is at stake as are many other things dear to the country. Don't forget France.

Industry Advisory Committee on Refrigeration

The Office of Defense Transportation, Office for Emergency Management, Washington, D. C., has announced the creation of an industry advisory committee to counsel with the staff of its Storage Division and Refrigerated Warehousing Section. The personnel of the committee is as follows:

A. N. Otis, president, Merchants Refrigerating Co., New York; J. P. Johnson, secretary, Terminal Refrigerating and Warehousing Corp., Washington, D. C.; Allen Rushton, vice-president, Birmingham Ice and Cold Storage Co., Birmingham, Ala.; C. Goodfellow, president, Texas Ice and Refrigerating Co., Ft. Worth, Texas; G. D. Allman, president, United States Cold Storage and Ice Co., Chicago; R. C. Taylor, vice-president, Federal Cold Storage Co., St. Louis, Mo.; R. M. Hagen, president, California Consumers Corp., Los Angeles, Cal.; and J. R. Goodfellow, president, Olympia Warehouse and Cold Storage Co., Seattle, Wash.

J. R. Shoemaker, Chief of the Refrigerated Warehousing Section, OEM, conferred with the above committee at the French Lick, Ind., convention of the American Warehousemen's Assn. •

Allocation of Vessels, Terminals, and Stevedoring Services

Adoption of a comprehensive policy to be followed by the War Shipping Administration in the allocation of United States merchant vessels, terminal facilities and stevedoring services among the various American companies engaged in the shipping industry has been made public by Admiral Emory S. Land.

Established by President Roosevelt to assure the most effective utilization of merchant shipping under control of the United States, the Administration will make future allocations of ships and shore services as far as practicable to responsible American firms actually engaged in such operations prior to Sept. 1, 1939. Allocations will be in accordance with "a fair and reasonable formula" to be determined later, the Administrator said.

The Administration's policy seeks to achieve the maximum efficiency of the shipping industry for the war effort and to spread the operation of vessels and shore facilities among as many responsible shipping organizations in order to make the greatest use of existing personnel.

Admiral Land also announced that prompt written suggestions from the industry with respect to the method of carrying out the Administration's policy will receive full consideration. Suggestions should be addressed to the secretary of the shipping administration.

Future allocations will be handled in accordance with the following principles:

"1. The operation of freighters acquired under the Maritime Commission's building program or secured through requisition of foreign flag vessels or otherwise will be equitably allocated among all the responsible American owners actually engaged in the operation of vessels prior to Sept. 1, 1939, without regard to the trade route in which such vessels may be operated in the war effort. The vessels will be allocated in accordance with a fair and reasonable formula hereinafter to be determined.

"2. Where vessels are operated in trades served by berth operators, agency assignments covering the booking of cargo and general port agency duties for such vessels will be allocated to berth operators who were engaged in the operation of American flag berth services in such routes prior to Sept. 1, 1939. Each berth operator will be entitled to priority only with respect to such agency assignments. Berth operators will not enjoy priority with respect to services in connection with the operation of vessels, stevedoring or terminal facilities. With respect to those matters, berth operators will be limited to a fair pro rata allocation as above set forth.

"3. Where such vessels are operated in services in which no berth operator for American vessels regularly operated prior to Sept. 1, 1939, the agency assignments will be made to steamship companies who formerly operated exclusively in trades, such as the Intercoastal trade, which were involuntarily discontinued as the result of war conditions.

"4. The fees now paid for the operation of vessels (namely 2/3 of a cent per cubic foot per month), and for agency and port services (at 1/3 of a cent per cubic foot per month), will be reviewed and revised. The revised compensation formula will be placed on a sliding scale basis so that the compensation per unit will be reduced as the number of assigned vessels per operator increases. The compensation will also be graduated in accordance with the length of the voyage, in recognition of the fact that management costs will be less per month on the long voyage basis than on a short voyage basis. If practicable, the rate of compensation for agency services will be modified in some other manner so as to furnish an incentive to the operator to make maximum utilization of the vessels entrusted to his management. There will be a single fee for services at all ports, out of which foreign agency fees will be absorbed.

"5. Stevedoring services will be allocated among all responsible stevedoring companies actually engaged in the stevedoring business prior to Sept. 1, 1939, in accordance with a fair and reasonable formula hereinafter to be devised.

"6. Terminal facilities service arrangements will be allocated as far as practicable among the operators of American flag vessels who have terminals and other terminal operators who maintained such facilities prior to Sept. 1, 1939, in accordance with a fair and equitable formula hereinafter to be devised.

"7. All arrangements covering the above policies will be in accordance with standard forms of written agreements to be made as uniform as practicable throughout the entire country.

"8. The question of assigning vessels or agencies to steamship companies who did not actually own and operate American flag vessels prior to Sept. 1, 1939, will be reserved for future determination and no allocation will be made such operators unless and until American flag operators are returned to positions of substantial parity, with respect to volume of operations, as that which existed on Sept. 1, 1939.—Manning.

Army Ordnance Will Need 2000 Freight Cars Daily

Army Ordnance officials engaged in planning for vast increases in rail shipments indicate that by the end of this year at least 2000 freight cars will be needed for ordnance shipments each day.

They point out that railroad shipments of Ordnance Department items increased almost 1,000 per cent between Oct. 1, 1941 and Jan. 15, 1942.

The heavy increase in ordnance rail shipments is indicated by a comparison of figures in the 2 sample months. Interstate Commerce Commission figures show that in October, 1941, freight shipment, heavily increased by Ordnance Department items, totaled 918,000 cars loaded and moved. October is the heaviest month of freight traffic in the year. However, by January, the month when freight shipments are usually at their lowest ebb, the rail-borne flow of freight traffic totaled 850,000 cars loaded and moved, a figure only 68,000 less than that established for the peak month. Ordnance Department traffic experts estimate that this sharp increase was due mainly to increased shipments of ordnance material.—Manning.

6% Increase to Rails

Railroads and connecting or competing water carriers were authorized March 2 by the I.C.C. to make a general 6 per cent increase, 3 per cent on agricultural, on low-grade mineral products, and specific advances of from 3 to 5 cents a ton on coal, coke and lignite. No increase, however, was approved for iron ore, for which the rails had requested advances of from 4 to 7 cents a gross ton. These advances, it is estimated, will produce \$348,000,000 more revenue on the basis of 1941 traffic, and \$275,000,000 more if 1942 traffic increases 10 per cent, as it is expected to do.

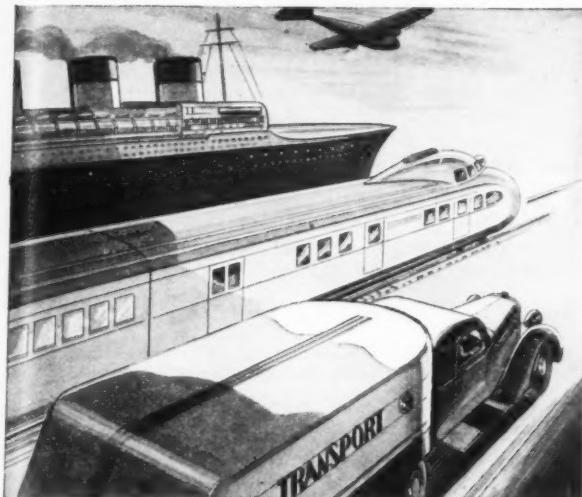
The added rates have been approved for the period of the war and 6 mos. thereafter. They may go into effect on 10 days' notice up to May 15. Indications are, however, that the increases will occur in March.

U. S. Chamber Meeting Switched to Chicago

The annual meeting of the United States Chamber of Commerce, up to this time always held at Washington, D. C., will be located at Chicago. The change was made necessary because of crowded conditions in Washington and the fact that this convention is attended by some 2 to 3 thousand.

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New Eastman Appointments

ODT Director Joseph B. Eastman has created a Division of Coastwise and Intercoastal Transport, and has named Ernst Holzborn, of New Orleans, to head the new unit.

Mr. Holzborn was born in Mobile, Ala., in 1895. He entered steamship service with Mobile Liners, Inc., in 1911, and served with that company in various positions until 1917, being assistant manager when he resigned to enlist in the Army. He served with the United States Shipping Control Committee at New Orleans and later was in charge of dock operations of the Shipping Control Committee.

In 1918, he resumed his post as assistant manager of Mobile Liners, Inc., and remained in that position until August, 1926, when he left to accept a position with Luckenbach Steamship Co. at Mobile.

He served in various capacities with that company and was promoted to be Gulf manager, which position he occupied until 1932, when he accepted a similar assignment with Swayne & Hoyt, Ltd., with headquarters at New Orleans.

On Jan. 6, 1941, he was named assistant director, Bureau of Water Carriers, Interstate Commerce Commission. He resigned this position Dec. 15, to become executive vice-president of Atlantic Coastwise and Inland Water Carriers Assn., Inc.

Mr. Eastman also announced the appointment to his Division of Traffic Movement of an assistant director in charge of Civilian Traffic. The new director is John W. Montigney, of Cleveland.

The civil traffic section is engaged in the study of traffic problems related to traffic movement which is not directly of a war character.

Mr. Montigney is chairman of the General Central Eastern Conference, Akron, Ohio, and was for many years manager of the Transportation Division, Cleveland. Previously he was connected with the Nickel Plate R. R. for a number of years in the transportation and traffic departments.

On Feb. 4, Mr. Eastman appointed J. W. Barriger of St. Louis, as associate director of the division of railway transport. Mr. Barriger is a native of Dallas, was with the Pennsylvania RR. 10 yrs. and later with a New York banking house. Until July, 1941, he was chief examiner for the railroad division of the Reconstruction Finance Corp., and since that time has been consultant for the Western Assn. of Railway Executives, the Carriers Conference Committee and the American Railroads of Puerto Rico. He is a director of the Chicago & Eastern Illinois RR.—Manning.

New ODT Appointments

Appointment of 4 additional executives to the staff of the Office of Defense Transportation has been announced by Director Joseph B. Eastman.

Edward A. Roberts has been named assistant director, Division of Local Transport; Glenn E. Taylor has been appointed assistant director, Division of Inland Waterway Transport; Hallan Huffman has been appointed assistant general counsel; and John C. Howard has been named assistant to the Director of the Division of Rates.

Mr. Roberts is a consulting engineer specializing in urban passenger transportation. From 1923 until January, 1942, when he resigned, he was president of the Queens-Nassau Transit Lines, Inc., New York City.

Mr. Taylor was connected with the Federal Barge Lines at New Orleans before his appointment.

Mr. Huffman has been regional attorney, Bureau of Motor Carriers, Interstate Commerce Commission.

Mr. Howard was with the United States Rubber Company and since 1939 has been manager of the rate

Convention Dates

1942

March 4-5—Marketing conference, American Management Assn., Hotel Roosevelt, New York City.

March 7—Semi-annual meeting of Wisconsin Warehousemen's Assn., Hotel Northland, Green Bay, Wis.

April 14-17—Packaging Exposition and Conference, Hotel Astor, New York.

April 23-25—Annual Dinner, Met. Traffic Assn. of N. Y., Hotel Pennsylvania, New York.

April 23-24—American Dry Milk Institute Convention, Edgewater Beach Hotel, Chicago.

April 27-May 1—Annual meeting of U. S. Chamber of Commerce, Chicago.

May 18-20—Flavoring Extract Manufacturers' Assn. Convention, Hotel Pennsylvania, New York.

May 25-28—Meeting of National Assn. of Purchasing Agents, Waldorf-Astoria, New York City.

May 26-28—Biscuit & Cracker Manufacturers' Assn. Convention, Chicago.

June 14-18—Annual convention of National Assn. of Retail Grocers, Fairmont Hotel, San Francisco.

June 26-28—National-American Wholesale Grocers' Assn. Convention, Drake Hotel, Chicago.

July 20-23—Annual convention of Independent Movers & Warehousemen's Assn., Chicago.

Sept.—20th annual conference of National Industrial Advertisers Assn., Hotel Traymore, Atlantic City, N. J.

Oct.—Annual convention of American Trucking Associations, Inc., St. Louis, Mo.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

and tariff division, general traffic department.—Manning.

Eastman to Determine Anticipated Storage Needs

Defense Transportation Director Joseph B. Eastman, speaking in Chicago, before the Chicago Traffic Club, Feb. 5, said his office contemplated 3 prime objectives:

1. Acquisition of materials and equipment for the carriers.

2. To survey and ascertain present and anticipated storage and warehousing requirements at points of transfer and in terminal areas, and encourage the provisions of increased storage, loading, and unloading facilities where necessary.

3. Transportation of workers to and from defense plants.

He said he had established within his office a division of traffic movement "to ascertain prospective traffic volume, source and flow, and the transportation facilities and services available to move it, and to plan the channels and, if necessary, the routes over which it shall move in times of traffic emergency."

Priority of channels and priority of movement for military traffic and allocation of the traffic burden may all become necessary, he warned.—Manning.

Refrig. Warehouses in South Sought for Egg Storage and Sales

Refrigerated warehouse operators in the tier of Southern States will be asked by the U. S. Department

of Agriculture to provide storage space and act as purchasing agents in a program designed to level off the Spring egg market.

Public warehouses in Virginia, West Virginia, Kentucky, Tennessee, North Carolina, Georgia, Alabama, Mississippi, Arkansas, Louisiana and Florida are being urged to submit offers for their services to the Surplus Marketing Administration, Washington, D. C. The functions they would be expected to perform would include buying, assembling, distributing as directed, or storing the eggs.

The plan seeks to provide egg producers in the affected States with a supported market to assist in meeting special egg marketing problems which arise in those States during the Spring months of flush production. Basically, it proposes to make use of public refrigerated warehouse space as stations for the purchase of eggs, at announced prices, in lots of 10 cases or more. The eggs would be purchased for the Surplus Marketing Administration for domestic distribution to public aid families, for free school lunches, lend-lease and Red Cross shipment, and for market stabilization reserves. Farmers, cooperative organizations, small dealers, and storekeepers can assemble the eggs in lots of at least 10 cases and dispose of them at the designated warehouses at specified prices for specified grades.—*Butler.*

Prominent Warehousemen Now Serving Country

Experience gained during 20 years of association in the warehousing and distribution business has been made available to the War Department through appointments of A. Lane Cricher, of the American Warehousemen's Association, and Albert B. Drake, of Lehigh Warehouse and Transportation Co., Inc., to high commissions in the Army.

Cricher, who was general counsel for the Merchandise Division of AWA, has been appointed colonel, and Drake, also president of Lackawanna Warehouse Co., Inc., was commissioned lieutenant colonel. Both have been assigned to special duties in connection with



Colonel A. Lane
Cricher

warehouse planning in the Depot Section, Supply Branch, of the General Staff (G-4). The appointments are very timely and both are equipped to handle such assignments. Their appointments are for the "duration."

This is truly World War II for both executives. Cricher was in the Navy during World War I, and Drake was a lieutenant in the Army Corps. In the interim they have built up reputations in the warehouse and distribution business.

In 1917, Cricher was associated with La Brecque Warehousing and Export Corporation, in New York City, and after Navy duty he again joined the firm.

In 1923 he entered government service in the Department of Commerce where he became assistant chief, and later chief of the Transportation Division. In 1933 he resigned to enter private law practice and was appointed general counsel of the Merchandise Division of AWA. He is the author of a number of books on merchandise warehousing and distribution.



Lt. Colonel
Albert B. Drake

Col. Drake has been active both in the warehouse and distribution business as well as the trucking business for the past 20 yrs., and is a national figure in the industry. He heads the Lehigh Warehouse and Transportation Co., Inc., with 3 large warehouses in metropolitan New York with headquarters in Newark, N. J., as well as president of the Lackawanna Warehouse Co., Inc., of Jersey City. He is also director in both the National State Bank and the Franklin Savings Institute in Newark.

It was necessary for Col. Cricher to relinquish his association with the AWA, and his work is now being handled by the firm of Bell and Ussery, transportation counsel, with headquarters in Washington.—*Manning.*

Fisher Dorsey, Patrick Transfer & Storage Co., and Union Transfer & Storage Co., Houston, is at Washington, D. C., in an advisory capacity in connection with national defense. He has been named a consultant expert in the motor transport division of the Office of Defense Transportation.

T. G. Plant, vice-president, American-Hawaiian Steamship Co., ranked as commander in connection with his naval duty in the port director's office, has been transferred to the Army with rank of colonel and will be stationed at Washington, D. C.—*Gidlow.*

W. N. McKinney, formerly sales manager for American Transfer & Storage Co., Dallas, is now in the army and is stationed in the Transportation Div., at Camp Wallace, near Houston.

Ludlow Baldwin has resigned as president of the Terminal Warehouse Co., Baltimore, to enlist in the Navy where he has started training in naval aviation. He is succeeded at Terminal by Clarence A. Schauman. Mr. Baldwin also resigned as first vice-president of the Traffic Club of Baltimore. He was slated to become president of that group, the board of governors of which recently presented him with a wrist watch.—*Ignace.*

Arthur Clarendon Smith, president of Smith's Transfer and Storage Co., Washington, D. C., announces that his son, Arthur, Jr., has become an officer in the United States Marine Corps, following his graduation from training at Quantico, Va.

The AWA CONVENTION

THE American Warehousemen's Assn. at its 51st annual convention at French Lick Springs Hotel, French Lick, Ind., centered attention on storage problems in their relation to wartime conditions, and although a considerable part of the discussions were off the record, the information given out by Government officials and in other discussions was sufficient for a general picture of what can and must be done in the storage, transportation and labor fields to bring about victory in this war. As one speaker stated, "Our silk stocking era is over; we must prepare for a period of doing without and making adjustments that will mean real sacrifice."

The 4-day meeting, which started on Feb. 17, began with a general session at which R. H. Switzler, president of the St. Louis Refrigerating & Cold Storage Co., St. Louis, presided as general president. In his annual report, Mr. Switzler pointed out that if it became necessary, the warehouse industry would be engaged entirely in the war effort. He also stated that it was about time that the American people get rid of the fear of making changes and that business itself become adjusted itself to the fact that it will have to make changes if free enterprise is to be maintained. Mr. Switzler also traced the growth of the A.W.A. between 1917 and the present. At the time of the 1917 meeting in Detroit, presided over by Geo. E.



H. C. Avery, general president of the A.W.A.



R. M. Hagen, general vice-president of the A.W.A.

Lovejoy, the association had a membership of 224. Present membership totals 653.

T. D. Taggart, president of the French Lick Springs Hotel, welcomed the group and also pointed out that in a way his organization was interested in warehousing because it used some 25 or 30 spots for the Storage of Pluto Water. H. C. Avery, general vice-president, and newly elected general president of the A.W.A., gave the response and pointed out that the group had convened at French Lick 14 yrs. ago. Both R. M. Hagen, president of the Association of Refrigerated Warehouses (now the National Association of Refrigerated Warehouses as a result of action at the convention) and J. M. Howell, president of the Merchandise Division, gave brief reports on the activities of their respective division. Mr. Hagen was elected general vice-president; Mr. Howell was re-elected president of the Merchandise Division.

Warehousing in Defense Effort

The first day's general sessions ended up with speeches by C. W. Kitchen, chief, Agricultural Marketing Service, U. S. Dept. of Agriculture; Franklin Johnston, editor and publisher of *American Exporter*, and Gordon L. Hostetter, director of the Employers' Assn. of Chicago.

Mr. Kitchen's topic was "Warehousing in the Defense Effort." He

drew attention to the fact that warehousing is considered an essential business, performing an important function in the distribution of food for war needs. Since Pearl Harbor, it has become necessary to revise upward everything that had been done up to that time. The goals for 1942 production on farms call for an 8 per cent increase in total milk production over the record production in 1941. This is a call for 125 billion pounds of milk. The present goals call for 13 per cent, or 500 million dozen, more eggs than the record production of last year; the slaughter of 83 million hogs, an increase of 14 per cent, and 10 per cent increases in both chickens and turkeys. Farmers are asked to increase their acreage of dry field peas by 73 per cent, and of dry edible beans by 13 per cent.

Mr. Kitchen stated further, "We will need a third again as many cases of canned peas as were packed last year, and 27 per cent more canned tomatoes. The war in the Far East has greatly complicated the vegetable oils situation. And, consequently, farmers are being asked to plant 2½ times as many acres of peanuts, 54 per cent more land to soybeans, and to increase their acreage in flaxseed by a third. The program calls for about a million more farm gardens, as well as for increases in dried fruits and in many other products needed to meet war-time requirements."

This program, Mr. Kitchen stated, has been built on a basis of selective production. Increases have not been asked in the commodities for which we have surpluses. Wheat acreage is to be reduced; cotton is to be held about the same.

In 10½ mos. from mid-March, 1941, to the end of January, 1942, purchases of agricultural commodities for Lend-Lease and other needs have amounted to nearly 700 million dollars, about 1/5 of which represented non-food items such as cotton and cotton products, naval stores, seeds, and tobacco. The largest single food item, according to Mr. Kitchen, was pork and pork products—nearly a billion pounds. The next most important item was dairy products, this item including 22 million cases of evaporated milk and 201 million pounds of cheese, and large quantities of dried milk. The 3rd largest purchases were of eggs, including dried and frozen as well as shell eggs. The department's buying of all commodities is now carried on at the rate of 100 million dollars a month.

Mr. Kitchen complimented the cold storage industry for the fine cooperation given in handling the perishable food problems of the Government. "For several years," he stated, "the cold storage industry has been considered overbuilt, and usually operating at between 50 and 60 per cent capacity. But, we must not allow a generalization of this kind to lead us to the conclusion that there will be ample cold storage space of all kinds, or of other kinds of storage space either, to take care of the needs of the expanded food production and purchase programs. For instance, the goal for hog production recommended by the Secretary called for an increase of 14 per cent. A special survey of intentions to breed made by the Crop Reporting Board in December indicates an even greater increase. We do not know, of course, what percentage of the enormous quantities of meats resulting from this expanded production will immediately enter the channels of distribution as fresh meat. It is safe to assume, however, that a tremendous amount of freezer space will be needed as well as cooler space for accommodating the processed material.

"With large exports under Lend-Lease, our needs for storage space are greater in those areas which give the most advantage in shipping from the ports out of which Lend-Lease shipments move.

"Unless specific authority to do otherwise has been granted, the general policy of the Government is to buy goods or services on the basis of competition. Accordingly, the Department has entered into contracts with warehousemen. Awards are made on a basis of lowest cost to the Government for the facilities required.

"We cannot go very far in planning a production or purchase program without getting into the sub-

ject of ships. They are the key to the present situation. If we knew we could get all the ships we wanted when we wanted them, the problems connected with price support, purchasing, and warehousing would be vastly simpler than they are today.

"Shipping plans are subject to change almost without notice. The agencies handling the movement of ships cannot always know in advance the ports that will be used or the dates ships will be available for loading. This makes it difficult to handle storage relationships in anything like a normal way and produces considerable fluctuation in our storage requirements. We have to be ready to furnish supplies desired by our allies."

Commercial Business

Mr. Kitchen stated that while a maximum storage space has been stipulated in the contracts, his department has notified warehousemen that it is not necessary to continue to reserve this space after the out movement but that, in the event the department had additional commodities for storage, it would communicate with them. Thus, warehousemen are free to accept commercial business with the understanding that if the department requires additional space, shipments will be made to them only if space is available at the time. There has been no difficulty in obtaining space for storage of food products, but it has not always been possible to use all the space that has been offered, for obvious reasons. Later on, if the storage situation should become tight, the question of cost and convenience will not be so important. The large volume of business handled has made it necessary to use warehouses which have facilities for quick loading and unloading and to exclude warehouses unable to handle more than 2 or 3 cars a day.

Mr. Kitchen concluded:

"We must assume the worst and prepare for it as best we can. This means that every warehouseman should so plan his operations as to be able to make the maximum possible use of all the space he has in the event he is called upon to use it. We want to cooperate with the warehousing industry in every reasonable way. We welcome your suggestions, and when you think our methods can be improved we should like to have you tell us. We are working to a common purpose. We must win this war. And any sacrifices or inconveniences we may suffer are inconsequential to the importance of that objective."

Mr. Johnston's topic was "What Exports Mean to Our Domestic Prosperity." He pointed to the mistaken impression that only 10 per cent of our manufactures were exported in normal times as an argument that export trade was

unimportant in the economy of this country. Actually, he stated, more than 16 per cent of American manufactures were normally exported, basing this figure on the exclusion of purely local manufactures such as bakeries and bottling plants. In other words, our exports take care of 2 mos. production in each year. The present war, he stated, was not a war of trade, because traders never wanted war because it interfered with their business. If Germany's war intention was to help its foreign trade, it was doing some peculiar thinking in believing that by conquering the countries which normally absorb 54 per cent of its exports, foreign trade would be helped. The real problem of exporters is not the loss of ships (the enemy since Dec. 7 has sunk only 25 out of some 5,000 sailings) but the taking over of ships by the Army and Navy and the difficulty because of priorities of getting materials for the making of exportable goods. If these materials could be secured, the export business would be profitable.

Mr. Hostetter in his talk entitled "The Wartime Responsibility of Employers," stressed the fact that the 40-hr. week is inadequate as a man-hour factor in the present production effort and that both labor and management must get together to bring about a 60-hr. week. Out of the total population of 131,500,000, only 39,750,000 are available for the war effort. On the basis of a 5-million army and the need of 18 men per soldier behind the lines for production, the 39-million figure is greatly inadequate. He also stated that the United States is the arsenal for 72 per cent of the world's area and for 64 per cent of the world's people. The war program calls for the production of 40 billion dollars worth of war goods in 1942. This job will be greatly hampered unless labor delivers more work per hour; quits its selfishness for class purposes; and realizes that organized labor can exist only in a democracy. Manufacturers, he claimed, are also at fault in many instances, particularly in refusing to hire workers because of age, race and religious prejudices, and in refusing Government business because they didn't like the President.

General officers elected are as follows: General President, H. C. Avery, president of Union Terminal Warehouse Co., Jacksonville, Fla.; general vice-president, R. M. Hagen, California Consumers Corp., Los Angeles; and general treasurer, W. A. Morse, secretary, treasurer and operating executive of Security Warehouse Co., Minneapolis, Minn.



The Merchandise Division . . .

THE Merchandise Division held 2 sessions on Feb. 18 and 19 and devoted its time almost entirely to questions relating to warehouse operation under wartime conditions. President J. W. Howell in his address at the opening meeting pointed out that the industry was facing a stern necessity, one that calls for a sacrifice under a serious burden. Wilson V. Little, executive secretary of A.W.A., reported that as of Dec. 31, there were 329 storage company members and 34 branch house members, for a total of 363. A loss of 9 members brought this total down to 355. Six of the new members of last year have been dropped, because they no longer are in merchandise storage.

H. F. Osgood, surplus marketing administration, Department of Agriculture, predicted an increase in volume of dry storage in the next few months. He explained that crowded conditions at Washington were responsible for the slowness in arrival of warehouse receipts and bills of lading. He advised warehousemen to wire promptly upon receipt of goods. Since Dec. 7, some 15,000 carloads of surplus commodities had been placed in storage. As regards bonding, he stated that the administration required its own type of standard bonds covering that type of storage, even though the contents of warehouses were bonded under State laws. The performance bond of the Government covers 20 per cent of the value of goods. As a result of questions from the floor, Mr. Osgood stated that the bonding situation would be reviewed to bring about a possible solution to the problem presented where State bonding is required. Mr. Osgood stressed the need of prompt report-

ing when infestation of dry beans, etc., is evident. He stated that his department is doing no long range planning, preferring to work on a day-to-day basis, particularly because of the conditions brought about by the lack of ships. When these become more plentiful, the storage problem in certain areas will be relieved. He warned that as regards the responsibility of guarding against sabotage, warehousemen were entirely responsible for supplying the necessary protection. Soldiers cannot be used to guard material in civilian warehouses.

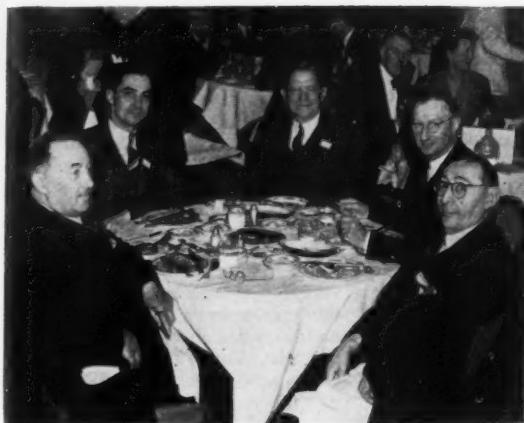
Clem D. Johnston in the discussion on the Emergency Price Control Act of 1942 pointed out that the Act will give control but will not prevent inflation, due to lack of control of labor wages and the fact that farm prices won't be held in check. Warehouse rates, he pointed out, are specifically included under the Act, but fortunately due to the fact that the law provides for industry committees, warehouses may be able to work things out satisfactorily. He urged that the warehousemen cooperate with the merchandise warehouse industry advisory committee to the Office of Defense Transportation so that rate and other matters can be settled equitably for the industry as a whole. This committee consists of the following:

J. W. Howell, for California, Washington, Oregon, Nevada, Arizona and Idaho; Clem D. Johnston, for Kentucky, West Virginia, Virginia, Tennessee, North Carolina, South Carolina, Mississippi, Alabama, Georgia and Florida; Warren T. Justice, for Pennsylvania, New Jersey outside the New York port area, Delaware, Maryland and the District of Columbia; Paul W. Frenzel, for Minnesota, North Dakota, South Dakota, Montana and Wyoming; D. S. Adams, for Missouri, Kansas, Colorado, Utah, Iowa and Nebraska; Gus K. Weatherred, for Texas, New Mexico, Oklahoma, Ar-

kansas and Louisiana; David L. Tilly, for New England, New York and that part of New Jersey in the New York Port Authority district; Elmer Erickson, for Michigan, Illinois, Wisconsin, Indiana and Ohio.

Samuel G. Spear, Chief, Merchandise Warehouse Section, Storage Division, Office of Defense Administration, in his address, "Warehouses for Victory," paid tribute to Harry D. Crooks for the work he had accomplished in the Warehouse Consultant's office in guiding the Government agencies in their storage problems and for his success in bringing about a policy of building new warehouses only when absolutely necessary. The importance of storage in connection with transportation was recognized in the order setting up the Office of Defense Transportation, Mr. Spear stated. One of Mr. Eastman's first acts was to appoint as Director of Storage Col. Leo M. Nicolson of Chicago. Col. Nicolson's background is ideally suited for the work he has to perform.

The most immediate and pressing problem is to find out the storage requirements of the Lend-Lease program, stated Mr. Spear. "If ships were going to be available to take our goods as fast as they are produced, all we would need would be the system of holding and reconsignment depots now being constructed or under planning. Voorheesville, N. Y., Marietta, Pa. and Richmond, Va. are typical, each with a million square feet of one story covered space and 2 million feet of open yard space. These are reservoirs to take care of temporary interruptions in ships schedules or changes in priorities of materials. But it is very evident that the production of much material will soon exceed the ship space available and storage space will be required in the production areas. The producing factories cannot hold it. The ports must not be blockaded. It must not be loaded



in cars unless there is a place to unload it promptly. Public warehouse space may be insufficient or not of the right character. A place must be ready to store this material. It was on account of the importance of this phase of transportation that Colonel Nicolson was appointed as Director of Storage. It will be his responsibility to see that sufficient storage space is provided either by use of existing facilities or, if necessary, by temporary construction."

Mr. Spear pointed out that much of the war material is not suitable storage for public warehousing, but processed foods and imported raw materials it is hoped can be taken care of by the warehouse industry. He also stated that the Quartermasters in the various Corps Areas may need additional space beyond their depot capacity from time to time. As the need may be for 200,000 to 300,000 sq. ft. in a certain city and no one warehouseman can furnish that amount, the Quartermaster General's office has originated a pooling plan for contracting with a group of warehousemen, explained later on in this article.

The A.W.A. membership will be relied on principally in providing storage needs.

Mr. Spear warned that great care will be necessary in connection with Government contracts in seeing that the agencies are not charged more than current competitive rates in any locality on similar merchandise. The Attorney General has approved in principle such contracts for the duration of the emergency although he cannot suspend the Anti-Trust laws. If advantage should be taken and prices agreed on that are too high or unfair practices are indulged in, protection against legal action cannot be expected.

A. Lane Cricher, the division's council until Jan. 31, 1942, and now

a colonel attached to the Army chief of staff, appeared in uniform. He related accomplishments of his office and the division in a number of cases before the I.C.C., including the proportional rate inquiry and the I.C.C.'s investigation of warehouse practices in Baltimore, under Ex Parte 104, part 6.



J. W. Howell, re-elected president of the Merchandise Div. of the A.W.A.

Mr. Cricher, Mr. Spear, and others, discussed the pending space pooling plan of merchandise warehouses in the Kansas City area, contract for which is pending. This plan involves contracts by groups of warehousemen with quartermasters in localities, or in States where warehouses are few, to furnish at a common rate specified storage space—in the case of Kansas City about 20 per cent of the total. The question of legality in joining together on rates has been overcome by the approval of such contracts by the Department of Justice. The entire correspondence on this legal question was read

into the records in order to clear up any doubt that such pooling was illegal. Attorney General, it was reported, had replied to an inquiry on the subject to the ODT and had stated that such pooling arrangements would not be in violation so long as the emergency exists and providing the general counsel of the ODT gives approval. Warning was given that rates must be fair and that all warehouses in a locality must be given a chance to be included in the plan. Each warehouse is in bailment only to the extent of the goods stored therein. The group as a whole is responsible for demurrage and the total amount of space available. The performance bond is assumed by the association, as in the case of the Kansas City plan. In this case, pooling is handled by a duly appointed secretary who allots the space needed when request from the area's Quartermaster is made.

Warren Justice was thanked by the group for his work at Washington on the merchandise warehouse industry advisory committee. Mr. Justice in his report on the activities of this committee touched on other details of the Kansas City arrangement and stated that it appeared to be a very fair one for the industry. It calls for 5 per cent of the occupiable space upon 24 hrs.' notice; 5 per cent upon 15 days' notice; and the next 10 per cent upon a month's notice. Each warehouseman issues his own warehouse receipt and is responsible only for the goods in his own facilities. The goods are stored in accordance with the standard custom and practice of the trade, which is the appropriate and proper responsibility at all times.

Mr. Justice also pointed out that the Government deals only with the association and the association deals with its members. The contract between the association and

its members is incorporated by reference into the main contract between the association and the War Department. Since each member is bonded to the association for performance under his contract, it is apparent that under the rights of subrogation the Government likewise is fully protected. Mr. Justice also pointed out that the contract is not limited to the members of the individual warehousemen's associations. Each warehouseman in a locality should be invited to participate. He pointed out, however, that it is not expected that each member of the group will sign a contract with all the other members, unless each member of the group produces an appropriate performance bond.

In further discussions about the use of space by the Government, some concern was shown over the question of what would happen to a warehouse which had turned over 20 per cent of its space to the War Department, only to be met with a similar demand from other Government departments. "Should all of our commercial business be thrown out?" asked one warehouseman. He was answered that that was about what he would have to do, inasmuch as warehousing space was like other commodities and should war needs require same, it would have to be given up. Further enlightenment on the question revealed that estimates of Government storage requirements revealed need for space beyond existing storage area.

At the morning meeting of the 2nd day, the division's new counsels, George Bell and E. B. Ussery were called upon to explain various matters. Mr. Ussery explained that the O.P.A. has made it possible for warehouses to release tires held for retailers, distributors, wholesalers, and manufacturers. All that is necessary is to secure a release from the O.P.A. by letter; this is accomplished by writing to Mr. Henderson, upon which the

warehouses will receive a reply that will give them authority to release the tires. In the case of tires stored for private owners, these can be released only on orders from local rationing boards covered with permits from the O.P.A.

In other discussions, it was pointed out that the Government, which does not carry insurance, will be strict in cases of negligence and will collect from fire damage when it is shown that the watchmen have not made their rounds. Each warehouse must insure his own receipts.

Inasmuch as the Government enjoys rail transit privileges anywhere, it is possible that warehouses in small communities will be called on for space.

W. A. Morse, reporting as chairman of the committee on practices of carriers affecting warehousemen at distribution centers, spoke of the



need for change in the demurrage rules to cover Sunday instead of only 6 days, as is now the case.

Most warehouses operate on a 40-hr. week, he pointed out, and cannot employ their men longer than 5 days, so that should demurrage rules apply on a 7-day basis, there would be 2 days on which such plants as close on Saturday would be unable to unload cars. The committee suggested that warehousemen try to arrange to stagger their crews so that unloading crews will be available to handle the unloading of cars which

may be placed on Saturday, even though the warehouses do not maintain a regular force for delivery of merchandise on Saturday. The committee also recommended that Rule 14 in the Consolidated Freight Classification No. 13 be amended so that at least item D, "Stop-over privileges to complete loading or to partly unload while enroute under the provision of tariffs at the stop-over stations," be eliminated. It also recommended that item C, "Split deliveries at destination by the carrier under provision of the tariff applicable at destination station" be eliminated.

Some commodities, Mr. Morse pointed out, are handled with as many as 5 stop-overs. A stop-over at a terminal market is usually a delay of at least 4 days; time in transit for 500 to 600 miles is usually 2 days; unloading time at terminal railroads about 4 days. In other words, 4 car-days might be saved on each stop-over for each car now being handled under Rule 14, Item D. A step in that direction has already been taken in that the fruit and vegetable trade has been required to eliminate diversions, which are in effect stop-overs, to 3. Formerly a car of lettuce might leave California, travel all across the country and arrive in New York with 10 or 12 stop-overs enroute.

W. F. Long, chairman of the committee on river and lake ports, recommended that the A.W.A. take action to terminate practice of lake carriers and railroads at Milwaukee in giving 96 hrs. of free storage time. After this free time has expired, storage charges are assessed on the basis of $\frac{1}{2}$ cent per cwt. for each 10-day period of the first 30 days, or, $1\frac{1}{2}$ cents per cwt. per month. After the first 30 days the charge is $1\frac{1}{2}$ cents per cwt. for each 10-day period to the close of navigation. During the closed season of navigation storage is assessed at the rate of $\frac{1}{2}$ cent per cwt for each 15-day period. Mr.



Bell, Washington counsel for the division, pointed out that the Milwaukee matter was tied up with the delay in the enforcement of the decision of the I.C.C. in Ex Parte 104, part 6, due to lack of facts regarding storage costs at the ports and which is to be cleared up in the Docket 28420 proceeding, storage practices at North Atlantic ports. Action on the Milwaukee matter will not be started until that litigation is determined.

Resolutions reported by chairman Avery and adopted by the meeting conveyed felicitations of the division to Harry Crooks, Colonel Drake, Colonel Clem Johnston, and Colonel Cricher on their entrance into government and military service; opposed House bill 6559, which would liberalize unemployment compensation to the extent of superseding State control in that respect; approved House bill 4139 which would prevent work stoppage by strikes in defense plants; pledged support of the division to the merchandise warehouse advisory committee to the

ODT; and instructed executive committee, after thanking the San Francisco members for having given up the 1942 convention, to select localities in the central part of the country for conventions while the war lasts, and to convene at San Francisco after the emergency is over.

Donald E. Horton, secretary, Illinois Assn. of Merchandise Warehousemen, prepared an excellent paper on the subject of "Protecting the Plant and What's In It." He stressed greater care in the hiring of men, closer watch over those employed, and particular care in preventing fire and sabotage. It was indicated in discussions that some laxity exists in keeping undesirables out of the warehouses and that because of present arrangements with the unions, particularly when men have to be accepted from union halls, no opportunity exists to check the background of the men. Forms used for checking the qualifications of men were on exhibit.

H. F. Pratt, Chicago, chairman of the committee on cost accounting and rating procedure, warned about the apparent lack of accurate cost figures on rates, and point-

ed out that now, more than ever, such accuracy is needed, particularly because the Government has the right to check on the justification of rates. Uniformity in rating methods and uniformity in services are the answer to the whole problem, he stated, and expressed the willingness of the committee to draw up a cost form which could be used by members in all sections of the country.

J. W. Howell, secretary and manager of the Haslett Warehouse Co., San Francisco, was re-elected president and so were Clem B. Johnston, vice-president, who is operating executive of the Roanoke Public Warehouse, Roanoke, Va., and R. M. King, treasurer, who is president of the King Storage Warehouse Co., Syracuse, N. Y. Members of the executive committee elected were J. Leo Cooke, vice-president and general manager of the Lehigh Warehouse & Transportation Co., Inc., Newark, N. J.; H. F. Pratt, manager of Central Storage & Forwarding Co., Chicago; and L. L. Schwecke, president and operating executive of the Universal Terminal Warehouse Co., Houston, Texas.

The Refrigeration Division

THE sessions of the Association of Refrigerated Warehouses were concerned for 2 full days with the part that food preservation is to play in bringing about a successful ending of the war. There were also panel discussions on refrigerated warehouse operation problems such as record keeping, costs, labor relations and unemployment compensation. The theme of the convention was "Wake Up America." R. M. Hagen, California Consumers Corp., Los Angeles, president of the division, presided at the sessions.

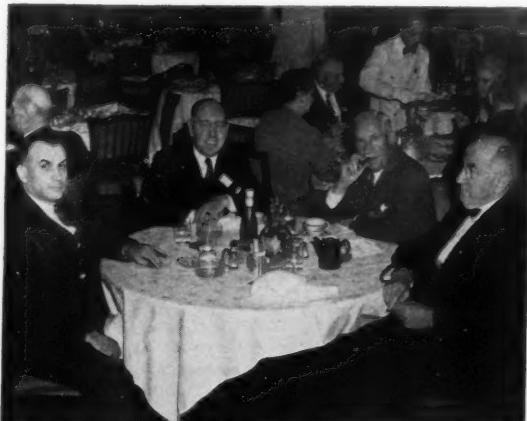
Of interest was the change in the

official name to the National Association of Refrigerated Warehouses, division of the American Warehousemen's Association.

The convention was attended by and included as speakers men from the Government and Army, scientists, and others from the industry who are vitally interested in the field of food preservation, now considered as basic in its scope as other industries in the war. This industry is especially highly regarded right now because of the fact that rations to be stored include a high percentage of vitamins, valued particularly for their



E. G. Erickson, president of the National Assn. of Refrigerated Warehouses, Div. of A.W.A.





health and vitality qualities. Because, thus, the industry has high rating, it will be given the necessary materials when expansion in facilities becomes necessary. Industrial refrigeration is making real progress also toward a separate priority rating of A1A for maintenance and repair materials and an A3 rating for new equipment.

It was stated that 11½ million cu. ft. of additional freezer space is needed. As regards Government business, a committee of the division is endeavoring to have Government contracts conform to warehouse practice.

Among the speakers heard were J. R. Shoemaker, Chief of Refrigerated Warehousing Section, Office of Defense Transportation, on "Refrigerated Warehousing in the War Program"; Vallee O. Appel, president of the Fulton Market Cold Storage Co., Chicago, whose subject was "Our National Defense."

The afternoon sessions the first day heard Dr. W. L. Mallmann, Michigan State College of Agriculture, East Lansing, Mich., on "Testing Frozen Eggs"; and H. F. Osgood, Surplus Marketing Administration, U. S. Dept. of Agriculture, on "Our Relations with the Surplus Marketing Administration." Mr. Osgood explained the workings of his department as regards contracts for food storage, the need for more space, and other matters, all of which were brought out as a result of questions from the members.

Panel discussions covered the following: Handling eviscerated poultry in freezers, with J. L. Gagini in charge of the discussions; Providing inspection facilities for customers, with P. L. Smithers, Jr., in charge; The use of water defrost coils, with R. Gubser in charge; Mold control and preservation of insulation, with Robert Ireland in charge; Optimum air circulation in coolers and freezers, with P. B. Christensen in charge; and Optimum temperatures for commodities, with A. R. Hampson in charge.

The following were elected to the executive committee to serve for 3

years: H. J. Nissen; J. R. Goodfellow; A. R. Current; and Chick Smith. Dan Shirley was elected to serve 2 yrs.

The last day's sessions of the division heard Dr. H. C. Diehl on the subject of "Can We Bring Frozen Food Packers, Locker Plants and Refrigerated Warehouses Together?" Dr. Diehl is with the Western Regional Laboratory, U. S. Dept. of Agriculture, Albany, Cal. Out of the discussions on his subject, the opinion prevailed that packers, custodians and distributors of frozen foods should get together in order to present facts at Washington that will help the industry in its relations with the Government.

Dr. Diehl was followed by John A. Hawkins, refrigeration consultant, Office of the Quartermaster General, Washington, D. C., who spoke in place of Lt. Colonel Paul P. Logan. Mr. Hawkins' subject was "The Warehousing and Protection of Perishables for the U. S. Army." He explained that in order to prevent a situation which occurred during the first World War when Army depots competed with each other in the markets, the Quartermaster Corps has set up a new system of food procurement. This new system serves to create a minimum of interference with civilian supply. With its changed methods of procurement, storage, and issue, of subsistence supplies, it provides centralized procurement of certain non-perishables through the Jersey City, N. J., Chicago and San Francisco Quartermaster depots. It provides for the purchases of certain other items through 10 regional depots in designated operating areas. To obtain fresh fruits and vegetables, eggs, poultry and dairy products, fresh meats, meat products and fish, 30 purchasing offices known as Quartermaster Market Centers have been established. These 30 market centers are strategically located over the country, close to important markets, and, like the other offices, each is under the direction of a commissioned purchasing and contract officer of the Army, assisted by civilian specialists and inspectors. The field headquarters for

these 30 market centers is located in Chicago, and all carlot purchases are cleared through there. All of the market centers are served by a nationwide teletype hookup which assures instant interchange of market and buying information and adequate control at all times.

In the matter of beef supplies, said Mr. Hawkins, Army specifications have been developed and are in use, covering frozen boned beef in packages, an item that is being purchased in increasing quantities. The use of frozen boneless beef in cartons effects a saving of about 50 per cent in shipping storage space; it also eliminates the need of experienced meat cutters for distribution—or cumbersome meat cutting facilities. As it is packed, the beef is separated into steaks, roasts, stewmeat, and ground meat. Each of these is then packaged into cartons of 50 lbs. each, limited in dimensions to 6 in. in depth to permit rapid freezing at low temperatures.



Quick frozen vegetables are also approved for Army purchase, and are used under 2 conditions—first, when competitive with fresh vegetables, and, secondly, where the proper storage facilities are available for handling the frozen product at destination. As to the future, the increasing restrictions on tinplate for cans and the lowering packaging costs for frosted foods, will no doubt influence further purchase of these products by the Army.

Because refrigeration is now used for a greatly increased portion of the perishables in the soldier's rations, the requirement per man is considerably higher than was the case during the first World War. At that time canning was the principal means employed to preserve food.

Today, however, camps, posts and stations are equipped with refrigerated storage facilities in some form. The War Dept. Construction Manual now provides for a cold storage plant with freezer and cooler service at any facility where the troop strength is 6,000 men or more. Smaller installations are constructed in the Quartermas-



ter warehouses, by insulating and partitioning off selected floor areas. Larger overseas bases also are equipped with permanent cold storage plants, similar in design to the Army plants located in this country. They are mechanically cooled by gasoline engine-driven units, which are designed to provide temperatures of 10 degs. to 40 degs. F. under extreme climatic conditions, independent of a power and water supply.

Refrigerated truck trailers for Army use have been standardized and are in use for distribution of perishables to and from truck or rail heads.

Cold storage space requirements at Army plants are based upon 3 factors, the troop strength, the replenishment period, and the perishable contents of the ration to be used. In general, 4 cu. ft. per man, per week, is supplied in this country, and 3 cu. ft. per man is supplied at overseas bases.

Mr. Hawkins pointed out that the Quartermaster Corps already is utilizing or is responsible for the use of, considerable public cold storage space—particularly at ports of embarkation, and at centrally located distributing points. "It is logical to expect, therefore," he continued, "that the demand for this service will be materially increased along with the further expansion of our armed forces. This demand is almost entirely for zero freezer storage."

"One reason," he explained, "for this increased demand we anticipate is, that the steadily increasing activity of our armed forces beyond our shores is causing increasing and vast amounts of perishable food to be moved. To handle this movement, the food must be accumulated and assembled for reshipment. To perform these functions, refrigerated warehouses will become increasingly important, with emphasis on the demand for more zero freezer storage."

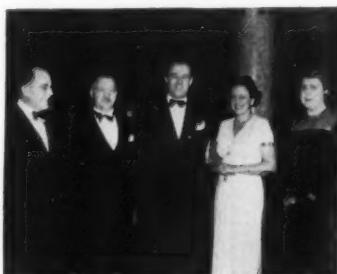
"Where public cold storage space is crowded, it is necessary to place merchandise under the customary tariff, on a per package or per hundred weight basis, such as permits storage in scattered locations as space becomes vacant. However, the Army prefers to lease space on a square footage basis, with a handling charge per ton, quoted separately and optional. Under such an arrangement, a definite space commitment is made and the Army's accounting is simplified. As one Army officer explained this preference to me, 'there are 2 primary reasons why we do not wish to store on a package or hundred weight basis. One is that we must know, at all times, what

space we can depend upon; and the other is that we are striving for simplified accounting.'

"Bear in mind that the Quartermaster Corps desires to utilize public cold storage space insofar as it is available and suitable for its use. However, in using such space, the Quartermaster officers will request and undoubtedly insist upon lease arrangements.

"You will be wise to give serious thought to ways and means of converting existing cooler space, or the building of additional zero freezer storage, in order that you may be able to answer without delay any inquiry pertaining to that problem."

The subject of protecting warehouse properties against sabotage was handled by P. P. Christensen, Merchants Refrigerating Co., New York City. It was brought out that the best way to do this was to carefully check personnel and to require identification badges for both employees and visitors.



The report of the research committee, of which A. T. Hampson is chairman, was accepted by the members and Mr. Hampson and his associates were commended for the excellent work accomplished last year. In commenting on current conditions the report stated:

"The active participation of our country in war is going to demand changes and adjustments in many directions. The work of men engaged in research will be no exception and it will be required of them that they solve many practical problems." One of the greatest of these problems, according to the report, is the transportation of perishable goods when refrigerated shipping space is limited, and the preservation of perishables over extended periods where refrigerated storage facilities are lacking.

"In these circumstances," the report stated, "studies concerned with development of methods for improving refrigerated storage practice have given way to studies on preservatives, dehydration of foods and the development of temporary means for providing refrigeration



to meet special needs. The latter type of problem has engaged our attention during the past year." These studies, the report continued, included fruit waxing experiments, respiration studies, value of fruit wraps, relation of ripening temperature to market quality and many other studies.

Panel discussions the last day covered such subjects as "Reducing Operating Costs," led by A. R. Shepherd; "Maintenance Work in War Times," led by G. H. Hobbs; and "Government Bids and Contracts," led by R. H. Switzler. As a factor in cost saving, it was brought out in the Shepherd report that rubber-tired industrial trucks are to be preferred. The most flexible and widely used piece of equipment is the common 4-wheel warehouse truck. Experience has shown that an excess over normal requirements of these trucks is a great saving of labor. It permits merchandise to be unloaded faster than received and piled. It permits telephone orders to be loaded and ready for delivery, thus leveling the work over the slack period of the day, and allowing faster and more efficient service to the customers.

William Broxton, associate marketing specialist, Agricultural Marketing Service, U. S. Dept. of Agriculture, spoke on "Promptness and Accuracy in Space Reporting During Emergency." He stated that returns on questionnaires sent to 1,879 building units in the United States and Alaska showed an aggregate capacity of 766.4 million cubic feet of gross space. He also stated that the space occupancy report compiled by the Agricultural Marketing Service for the past 2 yrs. indicated that the facilities of the cold storage plants have not been operated at anywhere near capacity. "However," he stated, "this particular report up to the present time has been assembled on a 'sample' basis only, and it has become necessary in view of changed conditions, to attempt a complete coverage of all phases of the industry; that is, we must go beyond the public cold storage warehouse and take into consideration private plants and meat-packing establish-

ments. We attempted to do this with the Feb. 1 cold storage report and it is hoped that in a short time we shall have a better picture of the whole occupancy situation."

"One of the things causing concern in some quarters," stated Mr. Broxton, "is the fact that the meatpacking industry has at no time had sufficient freezer capacity to take care of its load through the heavy marketing season of hogs, but has been dependent on the cold storage warehouse industry to carry it over its peak. This condition will undoubtedly be aggravated during the 1942-1943 hog-marketing season. It is understood that as a result of the expanded agricultural program, probably 60 million head of hogs or more will be handled through inspected packing houses. This compares with about 43 million last year. Such an expansion means that a tremendously heavier load will have to be accommodated this season than the warehouses have had to care for at any time in the past.

"What we in the Agricultural Marketing Service are concerned

with most is the collection and compilation of complete and accurate statistical data on which economic studies can be founded. In the past, you have given us everything in the way of statistical data that was necessary at the time. The way things are now, however, we need even more information. In addition to figures on stocks being carried, we must know the facilities that are available at any time to take care of perishable foods. It is quite apparent that tremendous stockpiles will have to be held so that when ocean shipping facilities are available for moving the products, the response can be immediate."

E. G. Erickson, Central Cold Storage Co., Chicago, was elected president of the division, of which he was vice-president last year. Frank O'Hara, Manhattan Refrigerating Co., New York, is the new vice-president; last year he was the division's treasurer. J. F. Meagher, Merchants Terminal Corp., Baltimore, Md., is the new treasurer. G. D. Allman, United States Cold Storage Co., Chicago, continues as

acting executive secretary, in place of William O'Keefe, who last year relinquished his duties to represent the industry at Washington under J. R. Shoemaker, now Chief of the Refrigerated Warehousing Section, ODT.

Among the resolutions adopted by the division was one favoring legislation amending the 40 hr. work-week to 48 hrs.; another condemning House Bill 6559 as a Federal grab at power which will cost business, it is claimed, 300 million dollars per year; another that petitioned the Agricultural Marketing Service to tabulate refrigerated warehouse occupancy statistics bimonthly instead of monthly; another that urged the refrigerated industry to anticipate increases in demands for freezer space and to prepare for a 10 per cent increase; and another that suggested that the refrigerated warehouse division of ODT study production and the potential storage requirements of perishables in order that some advance indication of storage requirements in the near future may be acquired.

Chain Meetings

American Chain

The American Chain of Warehouses, Inc., held its 31st annual meeting on Feb. 16 at French Lick Springs, Ind. An attendance of 35 was at both the morning and afternoon sessions.

The importance of affording member warehouse services and facilities to the Government at this time and the Chain's desire to cooperate with various Federal agencies was the keynote in the

talk given by president Clem D. Johnston of Roanoke, Va. Each member had the opportunity to address those present and submit a report pertaining to general warehouse conditions in his territory.

R. C. Greeley, president of the Greeley-General Warehouse Co., Cleveland, and son of the late Alton H. Greeley, founder of the Chain in 1911, was elected president for 1942. W. E. Fessenden, owner of the California Warehouse Co., Los

Angeles, was elected vice-president. T. L. Hansen, vice-president of the Hansen Storage Co., Milwaukee, Wis., was re-elected treasurer; and J. W. Terreforte was re-elected executive-secretary.

New members appointed to the board of governors to serve for the period of 3 years were L. M. Ashenbrenner, vice-president of the Great Lakes Terminal Warehouse Co., Toledo; E. H. Bacon, vice-president of the Louisville Public



R. C. Greeley
Elected respectively president, vice-president and treasurer of the American Chain of Warehouses, Inc.



W. E. Fessenden



T. L. Hansen

Warehouse Co., Louisville; and Warren T. Justice, president of the Pennsylvania Warehousing & Safe Deposit Co., Philadelphia.

The board of governors consists of the president, vice-president, treasurer and the following: L. M. Ashenbrenner; E. H. Bacon; B. L. Bertel, president of the Union Storage and Transfer Co., Fargo, N. D.; H. W. Danskin, vice-president and manager of the Manning Warehouse Transfer Co., Portland, Ore.; A. B. Drake, president and treasurer of the Lehigh Warehouse & Transportation Co., Inc., Newark, N. J.; S. M. Haslett, president of the Haslett Warehouse Co., San Francisco; Clem D. Johnston, operating executive of the Roanoke Public Warehouse, Roanoke, Va.; W. T. Justice; Theo. F. King, manager of the Arrow Transfer and Storage Co., Chattanooga, Tenn.; Willard A. Morse, secretary and treasurer, Security Warehouse Co., Minneapolis, Minn.; K. G. Schuman, treasurer and general manager, Great Northern Warehouses, Inc., Syracuse, N. Y.; and R. B. Young, president, Savannah Bonded Warehouse and Transfer Co., Savannah, Ga.

Western sales representation is handled by W. J. Marshall at Chicago, and the Eastern sales representation is handled by J. W. Terreforte at New York City.

Allied Distribution

J. D. Beeler, vice-president of Mead Johnson Terminal Corp., Evansville, Ind., served as chairman of the 9th annual meeting of Allied Distribution Inc. at its business sessions, held the day preceding the opening of the A.W.A. convention at French Lick Springs, Ind.

The morning session was devoted to individual reports of war-time operating conditions in the warehousing industry in the various members' cities. Much of the discussion centered around the necessary addition to present facilities now required for the present and future increased volume of Government and civilian business.

The afternoon session was de-

voted largely to consideration of proposed plans for more extensive use of the group's recently acquired publication. The following 7 directors were elected to serve for the ensuing fiscal year:

F. S. Shafer, president, Newark Central Warehouse Co., Newark, N. J.; Fred S. Kedney, president, Kedney Warehouse Co., Minneapolis, Minn.; Malcolm Lamb, president, South End Warehouse Co., San Francisco; J. D. Beeler, vice-president, Mead Johnson Terminal Corp., Evansville, Ind.; A. H. Laney, president of Laney and Delcher Storage Co., Jacksonville, Fla.; Frederick Stanton and W. D. Leet of the central staff.

The following officers were re-elected: W. D. Leet, president; Frederick Stanton, vice-president; E. Scott Johansen, secretary-treasurer.

Distribution Service

L. L. Schwecke, president of the Universal Warehouse Co., Houston, Texas, was elected president of Distribution Service, Inc., at its



L. L. Schwecke, president of Distribution Service, Inc.

annual meeting at French Lick Springs, just prior to the opening of the A.W.A. meeting. The retiring president, A. L. Fischer,



W. B. Carlson, vice-president of Distribution Service, Inc.

vice-president of Atlas Storage Co., Milwaukee, Wis., was host to the gathering immediately after the meeting.

Other officers elected are as follows: Vice-president, W. B. Carlson, secretary of the Central Warehouse Co., St. Paul, Minn.; secretary, J. G. Temple, Chicago office; and treasurer, S. A. Smith, president of the Anchor Storage Co., Chicago. Both Mr. Temple and Mr. Smith were reelected. Mr. Smith could not attend the convention because of illness.

The attendance this year consisted of 60 per cent of the membership.

Besides Mr. Schwecke and Mr. Carlson, the new board of directors consists of the following: A. L. Fischer; R. M. King, president of the King Storage Warehouse, Inc., Syracuse; E. V. D. Sullivan, president of the Terminal Warehouse Co., Philadelphia; M. C. Taylor, president of the Taylor-Edwards Warehouse & Transfer Co., Inc., Seattle, Wash.; and Jay Weil, president of the Douglas Public Service Corp., New Orleans, La.

Associated Warehouses

S. J. Lusby was elected president of Associated Warehouses, Inc., at its 8th annual meeting on Jan. 27 at the Bismarck Hotel, Chicago. Mr. Lusby is executive vice-president, treasurer and general manager of Rutger Street Warehouse, Inc., St. Louis. Ray J. Mayer, president and manager of the Central Storage & Van Co., Omaha, Neb., was elected vice-president. H. M. Overmyer, owner and operating executive of the Merchants & Manufacturers Warehouse Co., Toledo, Ohio, was elected treasurer. Clyde Phelps was

(Concluded on page 23)



Five of the 7 directors of Allied Distribution, Inc. Left to right—Fred S. Kedney; Frederick Stanton; W. D. Leet; J. D. Beeler; and A. H. Laney.

The NFWA Convention..

The largest attended convention since 1928 is the record of the 22nd annual meeting of the National Furniture Warehousemen's Assn. and the 13th annual meeting of the Allied Van Lines, held Feb. 9-14 at the Palm Beach Biltmore Hotel, Palm Beach, Fla., with 324 warehousemen and their wives in attendance.

Defense activities in relation to household goods moving and warehousing was the keynote for most discussions held during the meeting. A symposium of comment by the respective vice-presidents of the N.F.W.A. provided an overall picture of the situation at the opening Monday afternoon session, immediately after president John L. Wilkinson's report was given.

Frank A. Payne, the newly elected president of the N.F.W.A., in his report as vice-president of the Western Division, "How Our Industry Can Best Serve the National Defense Program," stated that though the public might say that the household storage industry is of little importance to national defense, that conclusion is in error, because the industry is in the middle of every worthwhile community effort and has been doing its bit in the way of personal service. "We know it will be our equipment that will be called upon in an emergency because of the very nature of our business. People know that we, as an industry, have in the past been called upon to do the impossible and that we have never failed to render services day or night.

And, in this regard, I believe that our equipment should be kept in the very best condition in order that we may answer any call for transportation, and it might take any form as this war progresses.

"I will enumerate a few of the things which I have jotted down and which I think we should remember:



Frank A. Payne, president of the N.F.W.A.

1—Offer to handle gifts for boys in the service—make your office headquarters for receiving such gifts.

2—Cooperate with American Red Cross—offer to furnish vans in emergencies.

3—Drivers should carry first-aid kits and be trained in their use.

4—All employees should know

how to safely handle the exterminating of bomb fires.

5—Carry publicity on vans and warehouses for the sale of stamps and bonds.

6—Conserve on rubber and gasoline.

7—Carry a supply of cots, bedding, staple groceries, etc., in warehouses.

8—Be on the alert for unusual storage or moving jobs. Report suspicious characters.

9—Be sure all fire extinguishers are in working order—on vans and in warehouses.

10—Do not have rubbish of any kind on the premises.

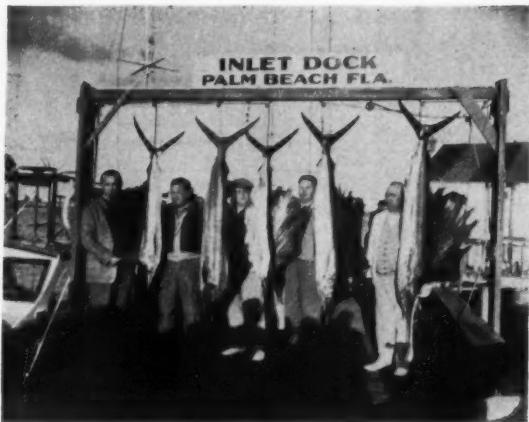
"We as businessmen must keep our businesses successfully operating and sound, as our national economy depends upon it. This war, as you know, is an industrial one rather than military, and we are the ones who will have to pay the bills."

E. T. Chadwell in his report as vice-president of the Southern Division, talked on "Substitution and Conservation During War Time." He stated that substitution and conservation are the inevitable answer to the problem of priorities. A number of the warehouses have accomplished much in materials substitution and in some instances have found that they are working better with the substitute than when using the method and materials now denied them. One company is using a paper shredder to replace excelsior and other materials

Mrs. John L. Wilkinson, official hostess of the week as wife of the N.F.W.A. president; J. A. Hollander, secretary of the group; Mrs. A. D. Bullock, wife of immediate past-president Bullock; Martha Dunlap, editor of The Furniture Ware-

houseman, and president John L. Wilkinson. Below, right. Eric Dahl, A.V.L. director of sales and advertising, tells Charles Withers the members enjoyed the all-convention cocktail party at which the Withers firm played host.





Left to right: W. Parker Lyon, Jr.; George E. Butler; E. G. Mooney; Fred Nason, and George Kindermann.



Left to right: John E. Winham; W. C. Wright, Jr., the captain of the boat; W. Lawt. Inglis, and Wm. J. Schaefer.

that were formerly used. This shredder uses all old paper. Another company uses a Dictaphone on its unloading platform for keeping its records. Some warehouses are using paper drums in place of barrels and are making use of cartons secured from retail shoe and department stores to replace wooden boxes.

Mr. Chadwell pointed out inasmuch as there is no substitute for nails, their use should be as sparing as possible. In regard to conservation, he emphasized the great need of attending to tire pressures, battery filling, and attention to cover pads in order to lengthen their life. Better piling, the rearrangement of small lots and the utilization of every available space where goods can be stored are other conservation items that not only make possible the better serving of the public but greater revenue as well. With the loss of men to the armed services of the Government, it will be necessary to get those remaining at home to absorb the increased work. This applies also to the sales force.

Wm. J. Croul, vice-president of the Central Division, covered in his report the question, "Is the Household Goods Warehouse Industry Essential to Civilian Welfare and Defense Activities?" He stated that the industry came under the heading of a utility, being classed as such by the Governments of the various States. "In some cases," he stated, "the utility commissions have control over all of our operations and in others only over our intrastate moving, but the fact remains that in all departments we are rendering a basic, essential service to the public. The need for this service is being accentuated by the many changes in the social order occasioned by the war. People are no

longer able to live 'As Usual,' and many homes are being broken up as a result of men being called into military service and civilian jobs for the Government. This requires the moving of household belongings to more limited quarters or to warehouses for storage. To date, we have had numerous storage jobs result from the mass changeover from civilian to military life. However, we will certainly be called upon to handle a great many more as men who are older and have families enter the service. This applies to offices as

they have been fortunate enough to have their homes and families follow them. Our long-distance moving and packing facilities have made possible this transfer of business. However, if motor transportation should be drastically curtailed through shortages and commandeering of equipment, we could fall back on our packing department to furnish shipping service, providing our needed supplies for this work which are still available. At least this is a distinct possibility.

"Many specific ways come to mind in which the warehouseman in this country can cooperate with his local civilian defense program. It is known that one of the big problems in England has been the lack of suitably constructed buildings which could be used for air-raid shelters. The shelters which have been constructed have not proved entirely satisfactory and have been overcrowded. Most of our fine, fireproof warehouses could serve as ideal shelters for a limited number of people in the neighborhood if a sufficient amount of accessible space could be designated for the purpose. They might also serve as central depots for auxiliary fire-fighting equipment and first-aid supplies. Many branch warehouses in the large cities are located in residential districts where, because of their height they might serve as ideal watching posts to spot incendiary bombs. Our van and truck equipment could of course be of great value during an evacuation, providing the necessary steps were taken to make it available at the right time and the right place."

Chas. J. Blanck, vice-president of the Eastern Division, reported on "After the War—Then What." It was his opinion that things were happening too fast at present to



Martin H. Kennelly, president of
A.V.L.

well as homes. Many a man with his own office has closed his doors and placed his equipment and records in storage.

"The expansion of our military forces and our industries has enlarged existing centers and created new ones. Men have had to follow their jobs, and in some cases



give an opportunity to decide correctly on this question.

Griswold B. Holman, chairman of the laws and legislation committee of the N.F.W.A., made a lengthy report in his review of what had happened in 1941, commenting on the results of the various types of legislation and forecasting to some extent the future. His report covered the Wage and Hour Act, minimum wages, the freight forwarder bill, the soldiers' moratorium, emergency powers of I.C.C., interstate trade barriers, Federal taxation, local removal ordinances and the unemployment compensation rating.

Henry Burgeson's report as chairman of the advertising committee emphasized the need of advertising when business is good.

The slate of officers elected by N.F.W.A. is as follows: President Frank A. Payne, president of Lyon Van & Storage Co., Los Angeles; division vice-presidents and regional directors, J. A. Creamer, president of Cady Moving & Storage Co., Providence, R. I., Eastern Div.; Ernest T. Chadwell, vice-president of Bond, Chadwell Co., Nashville, Tenn., Southern Div.; William J. Croul, president of Riverside Storage & Cartage Co., Detroit, Central Div.; Reed J. Bekins, treasurer, Bekins Van & Storage Co., Los Angeles, Western Div., and Joseph Hollander, Hollander Storage & Moving Co., Chicago, secretary; Charles J. Blanck, vice-president of Blanck's Transfer & Storage Co., Pittsburgh, treasurer.

Directors for 3 yrs: Ed. H. Lee, H. C. Lee & Sons Co., Toledo; John L. Wilkinson, Carolina Transfer & Storage Co., Inc., Charlotte, N. C.; Sam M. Gaddis, Hunt Transfer Co., Inc., Portland, Ore., and M. A.

Compton, Compton Transfer & Storage Co., Boise, Idaho.

At the Allied Van Lines' sessions, careful thought was given to the internal structure of the organization and steps were taken to keep the framework of management flexible and to strengthen the organization in line with constantly changing conditions. Allied, it was noted, has grown astonish-



President Wilkinson congratulates President Payne upon his assuming the office of N.F.W.A. president.

ingly in recent years, and due to the decentralization program of the Government which will require a fabulous quantity of service from Allied, problems of the next several months are anticipated as being increasingly complex. A program, therefore, was adopted by which the general executive control will hereafter be vested in a 7-man executive committee drawn from the duly elected board of directors of Allied Van Lines.

Drafted to head the organization as president and chairman of the executive committee is Martin H. Kennelly, Werner Bros.-Kennelly Co., Chicago. Mr. Kennelly was the first president of the organization and, in returning to the position—now much enlarged in scope—he brings a wealth of experience and background to the executive direction of the long-distance moving concern.

Other officers elected include: James Barrett, Empire Warehouses, Chicago, secretary, and Joseph Meyer, Federal Storage, Chicago, treasurer. The 7-man executive committee, upon which all sections of the country are represented, include in addition to president Kennelly; E. G. Mooney, Hartford Despatch and Warehouse Co., Hartford, Conn.; Louis Schramm, Jr., Chelsea Fireproof Warehouses, Inc., New York City; O. W. Thomas, A-B-C Fireproof Warehouse Co., Kansas City, Mo.; George E. Butler, O. K. Storage & Transfer Co., New Orleans; Roscoe L. Carnrike, Binyon-O'Keefe Fireproof Storage Co., Fort Worth, Texas, and J. C. Mahoney, Weicker Transfer & Storage Co., Denver, Colo. Marion Niedringhaus, who has been serving the organization as president for the past several years, was prevailed upon to assume the position of executive vice-president, spending his entire time on the affairs of the company until such time as it is felt that the need for his services as a leader and warehouseman is lessened.

Sales promotion continues to be an important phase of Allied's operating program as is evidenced by the interest shown in the 1942 advertising and sales promotion plans presented to the Allied agents by Eric Dahl, director of sales and advertising. Women's magazines, the trade press, publicity, special mailings, all are included in the 1942 budget. Additional field men were also authorized to keep the agent-members in closer touch with the projects and objectives of the headquarters' office.



The bride and groom, Mr. & Mrs. William J. Dillner.



Young Jimmy Keenan looks over the bathing beauties.

The Government's decentralization program out of Washington, D. C., came in for considerable attention at the Allied sessions, due to the fact that a considerable portion of the transfer work is being handled by Allied equipment. Marion Niedringhaus, who has been in close touch with detailed arrangements for the transfer out of Washington, presented the full picture to the agents of what service Allied plans to render the Government in this emergency.

At the N.F.W.A. sessions a fresh approach was taken in presenting to the membership what formerly were routine committee reports. On Tuesday evening various committee chairmen participated in an "Information Please" feature during which various aspects of their respective committee assignments were discussed both from the platform and by the audience. This session followed an



afternoon of serious discussion bearing on laws and legislation as

affecting warehousemen, led by Griswold B. Holman.



S. J. Lusby, president of Associated Warehouses, Inc.

Associated Warehouses, Inc.

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elected executive secretary with headquarters at the general office at 549 W. Randolph St., Chicago.

Executive officers from warehouses located in all sections of the country were present at the meeting, considered one of the best yet held. The cooperative work of the group was broadened to include an even closer contact with the defense work of the country. Every effort will be extended this year to accommodate government defense storage in member warehouses. The policy of providing a unified national service to shippers will be continued and plans for expanding facilities to accommodate the greater storage demands have been developed.



Ray J. Mayer, vice-president of Associated Warehouses, Inc.



View at the opening of the Mayflower convention, held at the Hotel Stevens, Chicago, Feb. 11-14.

MAYFLOWER'S Convention . . .

THE 11th annual convention of the Mayflower Warehousemen's Assn., held at the Hotel Stevens, Chicago, Feb. 11-14, concerned itself with matters relating to conditions brought about by the war and the adjustments that confront the group as a result of the tremendous migration and shifting of people.

G. C. Dintelmann, president of the group, in his report on the opening day, paid particular attention to population movement or migration, stating:

"We live in a world of intensive movement—a world in which there is an ever-increasing shifting of people and things and ideas from place to place. Modern research and invention have made tremendous strides especially in the field of transportation facilities—railroads, automobiles, steamships, aeroplanes, telephones, telegraph and radio—resulting in an economic and political system which not only breeds but seems to require intensive and increasing mobility for successful functioning.

"What we call social mobility operates in 2 directions—movement across space and movement up and down the economic and social scale.

"The first kind—social movement across space—is the basis of our business. In the past, the majority of people lived and died where they were born. Now, instead of living where they were born, more and more people change their address-

es; the number of such changes and the actual distances involved as measured by miles is becoming greater and greater, giving such services as the Mayflower network an important function in our society.

"The second form of mobility is the movement of the individual from one social, economic or occupational group or class to another. A democracy, such as ours, does not recognize inequality among various groups and gives the individual theoretical equality of opportunity. Nevertheless, definite, inequalities as between individuals in and of different social, economic and occupational groups exist for us as they have existed throughout history. The desirability of certain occupations makes for greater mobility in itself because of differences in income and privileges. In a large organization, the workman strives to become a foreman; in a small organization, he strives to become an owner. This is an example of occupational migration that is trite in American history.

"The influx of population places a tremendous burden on the municipalities. Transportation facilities, highways, public schools, public health and hospital facilities, water supply and sewage facilities, and recreation facilities are all taxed beyond the limit. In most cases, the municipalities are unable to cope with the demands made upon them and Government subsidy and assistance are required.

"It is well for us as managers and owners of our industry to exercise foresight not only with respect to our present situation but to the possibilities of greater control of the future.

"Right now, defense migration has reached a total of 6,000,000 people and the evidence indicates that the total is growing. The cause is economic dislocation in the form of unemployment. This problem involves priorities, the plight of the small business man, and the eviction of families, generally farm families, to make way for defense plants and other defense building. As priorities become more and more stringent in the limitation of the use of raw materials, plants must close down and the displaced workers will inevitably drift to defense centers, if they have not already done so because of the glittering lure of unusually high wages.

"The threat of bombing by enemy aircraft of coastal cities and defense areas indicates another source of mobility. Already individuals are moving inland. Should bombing become more imminent, industries would be forced to move to regions relatively free from attack.

"Planned migrations by the Government of individuals and industries are a potential source of business that will be free of priority restrictions. Efforts ought certainly to be made to concentrate on getting this business or as much of it as possible."

Mr. Dintelmann then touched on the post-war period and stated that it is nothing less than defeatism to assume that only a depression must follow the war. "The longer this war lasts," he claimed, "the greater will be the accumulated backlog of shortages. Because of priorities there will be tremendous demand for durable consumers goods that were eliminated or restricted, such as automobiles, washing machines, vacuum cleaners, etc., as well as demand for machinery to modernize plants."

Mr. Dintelmann made 2 recommendations to bring more business to the members:

(1)—That each member do all he possibly can to foster the local mover's association in his respective city. "He should go out of his way to do so; he must forget past difficulties; he should grab at the local association as a drowning man grabs at a straw, because this war will be over, perhaps in 1943, and then there will be the extremely serious competition of thousands of trucks that will be turned loose on the public. Even today we occasionally see as beautiful a lot as we have ever had in our warehouses or have ever had on our trucks, being loaded on a dump truck without proper attention, or protection."

(2)—That inasmuch as the Government has introduced a new element—giant wholesale contracts for moving thousands of families, the Mayflower group should establish a separate U. S. Government bureau for the movement of families. At present there is a bureau for civilian moving which is a part of the Public Bldg. Administration. However, a separate organization which would have its own statistical experts for gathering information and data could function as a liaison

agency between the Federal Housing Authority and the U. S. Employment Service. Skilled workers are being exchanged within States; why not an interstate exchange which could function efficiently not only in supplying workers to industry but in supplying homes and services to the individual worker and his family? This would make for "intelligent" rather than "blind" migration. From the viewpoint of the mover, such an agency would supply current statistical information on the basis of which "we could make our plans, as well as facilitate the letting of large Government contracts."

Mr. Dintelmann made a 3rd recommendation, namely that of going after the working class market. "As I have indicated, the greatest mobility characterizes this group. The war situation will result in further inroads on the incomes of the middle class on which our business has concentrated. The so-called wealthy and white-collar groups have relatively fixed incomes which will be subject to further and increased taxes, higher cost of living, etc., so that the tendency for that market will be to 'sit tight.' The worker, on the other hand, especially those engaged in defense work, is earning a salary which enables him to buy a home and accumulate goods. He represents a real market for our service."

In regard to the 2nd recommendation, Mr. Dintelmann implemented same by urging the immediate removal of the Mayflower association office from Indianapolis to Washington, D. C.

In his report as secretary-treasurer, A. F. Hauselman, Hauselman Transportation Co., Middle-town, Ohio, stated that there were 334 members. In the report on business conditions, it was stated



W. Lee Cotter, president of the Mayflower Warehousemen's Assn.

that only 2 members reported decreases in business in 1941; all others had increases ranging from 5 to 150 per cent with an overall average increase of 24.2 per cent. (All these average figures are averages of percentages.) In storage, 2 members showed decreases; others showed increases ranging from 1 to 100 per cent with an overall average increase of 19.7 per cent. In local moving, one member showed a decrease; others showed increases ranging from 2 to 200 per cent, with an overall average increase of 19.8 per cent.

Long distance moving ranged from a decrease of 30 per cent to an increase of 720 per cent with an overall average showing an increase of 48.5 per cent on an "average of percentages" basis.

The figures on warehouse occupancy showed that a year ago the

The dinner-dance held the night before the closing, a joint party provided by the association and Aero-Mayflower Transit.



occupancy of Mayflower warehouses was 79.3 per cent. As of Dec. 1, 1941, the space in Mayflower warehouses was 85.4 per cent occupied.

One-third of the members reported that they had acquired additional warehouse space during 1941, totalling 253,400 sq. ft.

In his report on packing and crating, E. J. Sass, substituting for Ray Wagner, chairman, stated that there was a vital need for the salvaging of packing materials. Kraft paper has gone up in price from 4½ to 9½ cents per pound; barrels that formerly cost 65 cents each are now priced at \$1.93. In the discussions that followed the report, questions were asked as to where cement-coated nails could be secured. Seven-penny nails are available, but the six and eight-penny nails are scarce. It was also claimed that cedar sawdust could serve as a repellent on new rugs.

Due to the fact that necessary materials and supplies are hard to secure, the group discussed at length its purchasing power in respect to certain items that are constantly needed. For example, it was estimated that 151,812 barrels during normal times are purchased; 44,784 furniture pads: 243,360 lbs. of Napthalene; 880,020 lbs. of Kraft paper; and 639,924 lbs. of cartons in all sizes.

It was conceded that packing in many instances is not well done, and that, as a result, improvements must be made in order to cut down claims. In a discussion on the subject of poor packing, a motion that funds be created by the association for the creation of regional schools for training men to pack properly was carried with the proviso that the subject be reported to the board of directors for action.

Paper shredders were accepted as economical and practical equipment in warehouses that want to save on the present high cost of this packing material. Shredded paper now costs around \$45 per ton. The shredders will handle most any kind of paper, including newspaper and scraps from office baskets, etc.

Lamkin's Fine Talk

E. H. Lamkin, executive secretary, made an excellent talk on what faced the members in the future as a result of the present conflict, predicting changes that few if any people now comprehend. He stated that the public was too smug and that if it did not awaken early to the real meaning of what the enemy has in mind in its aims, a reenactment of what happened in France could be expected. Selfish interests in this country must submerge their desires and work for

the common good. It is now too late to put over changes that have no bearing on the winning of this conflict.

L. D. Dunn, D. W. Dunn Co., Boston, in his report as chairman of the furniture storage committee, paid particular attention to what had been accomplished in the East by warehousemen to prepare for fighting incendiary bombs and to eliminate fire hazards. His men, for example, attend a school one day a week where they are taught defense methods and first aid. In the warehouse, careful attention has been given to the greatest possible elimination of paper in storage. Waxed strips of wood between stored furniture are now used in place of paper. It was also brought out that in England, the Government has helped itself to household goods whenever needed for people who have lost their homes from bombing. The thought was that this practice could very well be instituted in the United States during an emergency and that, as a result, some legal opinion should be secured as a matter of protection in the wording of present contracts.

Wilson V. Little, executive secretary of the American Warehousemen's Assn., gave a brief talk in which he explained a plan for pooling space in a locality when warehouses are contracting with the Quartermaster for Government space. He also stated that at present the Army holds 101,000,000 sq. ft. of space for storage needs.

A. A. Leonard, Detroit Storage Co., Detroit, chairman of the sales promotion committee, recommended that the name of the committee be changed to "Research and Development Committee," because there is always the opportunity of conducting research that will be the means of producing better standards of practice, reduction of costs, and the publicizing of the business. He used the word "imagineering" and defined it as wild ideas, engineered to the point where they become workable, and then are put to work. He asked the group to adopt the word and use it in its working as a probable replacement of district meetings. His idea is to have a large number of group meetings where these ideas can be aired. These group meetings, with selected chairmen, would eliminate the need of traveling great distances.

Mr. Leonard cited one idea coming out of Lee Cotter's office that had real merit at present because of the scarcity of tires. In Akron, Mr. Cotter's outfit has a large portion of its house-to-house moving volume sold by telephone. A girl is used on this work for the reason

that she will take more time in gossiping with a prospect than would a man. Mr. Cotter's force is not satisfied with merely replying to calls of inquiry, but it does an aggressive job of solicitation. Inquiries are made, wherever possible, as to who are prospects, and then these prospects are phoned.

The last 2 days of the convention were devoted to the affairs of the Aero Mayflower Transit Co. P. A. Cooling, president, acted as chairman. Mr. Cooling in his opening speech stated that the company last year had had its largest increase in fleet size. The war, however, had changed things considerably. Higher costs prevailed, materials were scarce, new drivers had to be trained, all this in a period of maximum need for the rolling equipment.

Wheaton Outlines Difficulties

E. S. Wheaton, vice-president and general manager, gave an excellent talk on the effect of the war emergency on Aero Mayflower Transit operations, stressing the loss of men to the armed forces and the time that was being spent in training new men. He also reported that Mayflower vans encountered blackouts in 4 States during the first 2 days of the war and had been delayed considerably because of troop movements. He also warned of the difficulties of operations through restricted areas and the need of having the drivers fingerprinted and properly identified in order to work in such areas. Last year, 45 per cent of the drivers were new. Mr. Wheaton also pointed out that the source of new business will change; Government business will be direct; and it is possible that van service may be on a priority basis. As regards servicing, he spoke of the difficulty of getting parts after a breakdown and cited a case where it was necessary to get a needed part 1,500 miles away from the scene of the breakdown. He touched on the usual delay in securing money when business is secured on Government bid. When business is secured on a Government bill of lading, the department giving out the business pays direct and promptly. Business on Government bid has to be handled through the general accounting department, and this is a slow procedure. There is some hope that business from bids will be a thing of the past.

Mr. Dintleman was presented with a ring by the group in appreciation of his work as president during the past year.

W. Lee Cotter, president of the Cotter City View Storage Co.,
(Concluded on page 50)

TRANSIT PRIVILEGES • • •

Part 2

IN most manufacturing industries, it is customary to ship raw or semi-finished material into the manufacturing plant, and after certain treatment, ship it out in some new form to the consuming markets. As an example, logs may be shipped into the plant for manufacture and shipped out to many industries and markets in the form of boxes, furniture, pencils, matches, doors, etc. It is plain that the movements are subject to 2 distinct and separate contracts of carriage. Under the circumstances, the railroad would assess one freight rate on the movement of logs into the manufacturing plant and another freight rate on the outbound movement of the finished or semi-finished product because the treatment of the logs at the factory changed their form and character into something entirely different. As previously stated, the combination of local rates to and from the manufacturing point usually produces a higher transportation cost than the assessment of the through rate from the source of the raw material to the ultimate destination.

In the case of a commodity which moves into the manufacturing plant for some form of treatment or processing which does not materially change its physical form or appearance, a transit privilege may be extended so that the through rate will be protected under one contract of carriage. The preservation of the through rate in connection with the transit privilege is based on the theory that the inbound and the outbound movements are parts of a single, continuous transaction. The transportation contract does not end with the passing of the freight from the possession of the railroad at the point of transit but is temporarily "suspended" while it is undergoing some necessary commercial treatment. It is the present intention of the shipper to return the freight to the railroad for forwarding to the ultimate destination under the original contract. Under this theory, it is presumed that the commodity shipped from point of origin to the ultimate destination is the same except that it was temporarily stopped or delayed at the transit point to undergo some treatment which did not change its identity.

In *Central R. R. Co. v. United States*, 257 U.S. 247, the Supreme Court of the United States recognized that transit privileges rest "upon the fiction that incoming and the outgoing transportation services, which are in fact distinct, constitute a continuous shipment of the identical article from point of origin to final destination." Thus, a tank carload of crude oil may be stopped in transit for refining or barreling. As far as transportation is concerned, it would be considered the same car of oil that was shipped from point of origin.

Nature And Kind of Privileges

Under the theory of suspended transportation, it is also a fundamental principle of transit that the privilege will generally be limited to those commodities which move at the same or nearly the same rates when in the raw state and in the finished state. If the product which is forwarded from the transit point is entirely different from the commodity which entered, the privilege of transit is not properly applicable. In *The Matter of the Substitution of Tonnage*, 18 I.C.C. 280, 296, the Interstate Commerce Commission said:

"This competitive policy of the carriers, which results in many unnecessary transit arrangements, has also resulted

In this discussion of Transit Privileges, second in a series started in the February issue, the nature and kind of privileges are described. Some of the more important transit privileges are outlined.

The next installment will cover the importance and beneficial nature of these privileges, tariff provision, charges and policing, and the jurisdiction of the I.C.C. over same.

in many pretended transit arrangements which can not be justified as such. We have before us, for instance, tariffs which provide for the forwarding of agricultural implements, vehicles, etc., as the transit of inbound shipments of logs. Unless all tariffs are to become 'transit tariffs,' such arrangements as those last mentioned must be condemned as unlawful. An agricultural implement is bound to be largely composed of other materials than wood, and may be entirely composed of such other materials. It is a manufactured product, having its first being at the factory where it is made. Its shipment from the factory is not in any proper sense a continuation of the shipment of the log from the forest to the mill."

From the decision in the above case, it is clear that the theory of suspended transportation cannot indiscriminately be applied to the products of all manufacturing plants because of the possibility of all tariffs becoming transit tariffs. Furthermore, where the freight rate on the finished product is much greater than the rate on the raw materials, it cannot be expected that the theory of suspended transportation be applied because the transportation is not suspended, it is completely changed from that of carrying logs to that of carrying an entirely different article, i.e., agricultural implements. The freight rate on the finished product would not only be several times greater than on logs, but the commercial value, the railroad risk, and the shipping characteristics would be entirely changed. This, naturally, would create discrimination and abuses in the application of transit privileges. However, shipments of logs which are stopped in transit to be sawed into lumber are properly "suspended" while being transported because their identity is not changed. Their form or physical appearance is merely changed as a result of the transit process.

Since nearly every raw material can be stopped at some point or other for further manufacturing processes, handling, or conditioning, it is impossible to describe every transit privilege. However, some of the more important transit privileges are described as follows:

Band Sawing—Shipments of lumber move into the transit point where band saws are located and the lumber is manufactured into veneer, crate or box material, pencil slats, etc., and reshipped.

Barreling—Applicable generally to oils. Shipments are forwarded to the transit point in tank cars and subsequently reshipped in barrels.

(Continued on page 77)

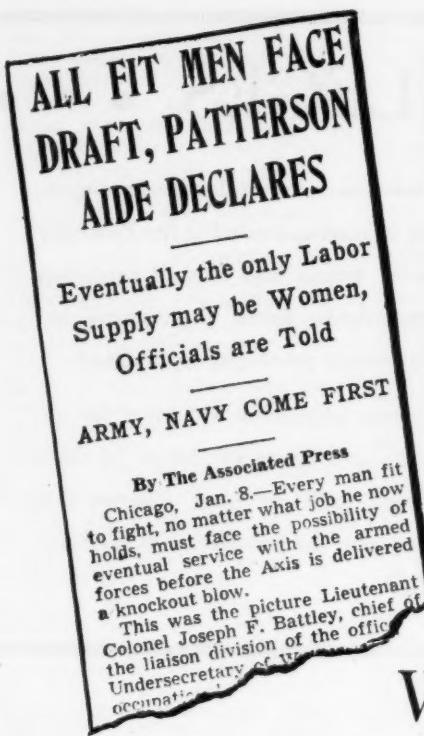


Fig. 1. The unions permitting, this truck could just as well be driven by a woman as a man, because it requires no more physical effort than driving a light truck. (Courtesy, Willamette Hyster Co.)

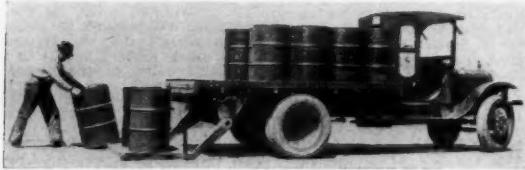


Fig. 2. A husky woman could just as well load this truck, with the assistance of this mechanical elevating endgate, thereby performing another transport operation. (Courtesy, Young Iron Works)

By MATTHEW W. POTTS
Materials Handling Editor

MANY industrial executives and desk top strategists are criticizing the Government and asking why they weren't more prepared for the events that occurred in the Pacific in December.

We are all prone to question the other person's methods, but not to investigate our own, and so, today, industry as a whole, has had plenty of warnings as to what was to be expected regarding materials, labor, and other essentials, but it has done nothing to prepare for the eventualities which are going to occur.

OPM originally talked of priorities, but many thought that it was a regulation which could be overlooked or circumvented by friendly relations due to previous contacts. However, they are finding out now that priorities really must be followed.

In the rubber tire situation there were many rumors and warnings regarding price increases in the last quarter of 1941, and the possibility of allocation of rubber tires, etc., but only a few heeded these warnings and prepared for the eventuality which took effect Jan. 5th, 1942. Even today, some feel that they can still find ways and means to circumvent the Allocation Board.

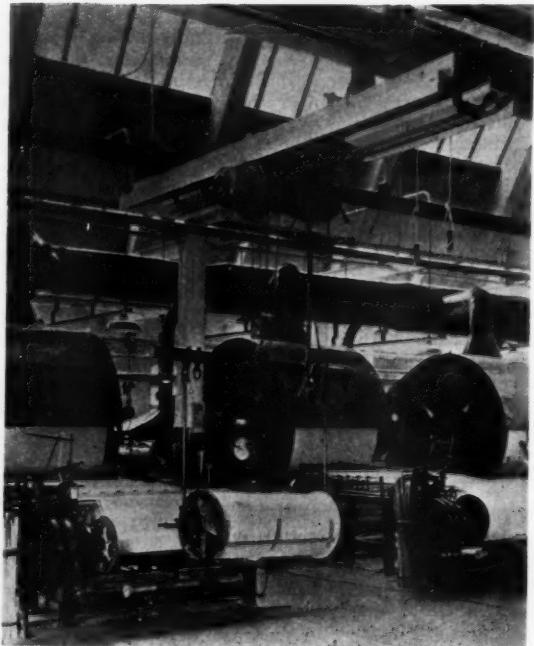


Fig. 3. More extensive use of mechanical lifting devices are required in industry, so as to speed up production operations. (Courtesy, Pawling Harnischfeger)

We Face a Common Labor Shortage

Even the Army and Navy Departments have not yet begun to realize the necessity of cooperating with industry to expedite getting certain materials to them by issuing the proper certificates to assist in obtaining the necessary raw materials to deliver finished products.

Due to the surplus in common labor which we have experienced through the depression years, due to the continuation of W.P.A. and non-defense projects even now, due to the continuation of the C.C.C., and the N.Y.A. and many other Governmental agencies of this type, industry, the railroads, the contractors, the Quartermaster Corps of the Army, the S & A Division of the Navy, the Ordnance Departments of the Army and Navy, and many others, have failed to note the warning signs which are being put out regarding the danger of a common labor shortage. Some of our Army chiefs, and the heads of Quartermaster Depots have already recognized this and are preparing for it. The daily newspapers have given it headline space as shown in the newspaper clipping on the opposite page.

Now the question is—Are we going to take this early warning, and get prepared by mechanizing as many



Fig. 4. These heavy loads are put into storage at a fraction of the time formerly required, before the job was mechanized. (Courtesy, Baker-Raulang)



Fig. 5. Dirty, hard jobs can be easily accomplished by the use of mechanical materials handling equipment. (Courtesy, Barber Green)



Fig. 6. Steel mills are already increasing the efficiency of their man power, by using good materials handling methods. Here the hot rolls of sheet steel ride on two flights of special heat resisting chain. (Courtesy, Jeffrey Mfg. Co.)



Multiply Manpower!

You need more men. Get them—by multiplying man-power right in your own plant or warehouse—

Release employees from wasteful methods of moving your loads by hand.

Eliminate danger of personal injury or disablement—strained backs or *worse*.

Add new, speedy, big-capacity Elwell-Parkers to your present fleet. Trucks will handle bigger tonnage of Boxes, Barrels, Bags, and Bales, high-piled on Skids or Pallets, faster than many men can drag or push or roll.

Then move these men into vital jobs where additional men are indispensable—they can learn quickly, because they are already familiar with your floor layout.

Standardize on Elwell-Parker Trucks, Tractors and Cranes. Many component parts are interchangeable—you can keep more Trucks in service with smaller stocks.

The same Elwell-Parkers that multiply your manpower today will *keep on* helping you to keep costs down under Peacetime operations.

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handling operations as possible, or are we going to wait until we are faced with a shortage of manpower and then try to develop a race of Amazon women who can handle the heavy packages, loads, etc., which are required in industry.

If every handling operation was studied right now with the idea of mechanizing it wherever possible, and if the equipment could be obtained, immediate savings in time and space would occur, and at the same time, industry would be prepared with equipment available to assist young men or boys in handling heavy loads if they are required to produce, and also to assist female labor which is no doubt going to be used more extensively.

Women and boys can quickly acquire the ability to drive private cars, airplanes, and in Europe, they are driving street cars, railroad locomotives, and even some of the large transport lorries, etc. It is reasonable to assume that they could also be quickly trained to operate lift trucks, straddle trucks, tractors, and many other types of equipment. In fact, in the automobile plants in Detroit, they are already operating cranes, electric hoists, and many other types of handling equipment.

To date, photographs of women operating this type of equipment are not available, but let's take a few examples in the accompanying illustrations, and make some comparison. The straddle truck shown in Fig. 1 could just as well be operated by a woman as by a man, and while the use of this straddle truck has already speeded up this operation on a ratio of about four to one, the use of the mechanical equipment makes it possible for younger men or women to operate this type of equipment.

By using a tailgate elevator, as shown in Fig. 2, it would be possible for women to load this truck with 500-lb. drums and to unload it, as well as drive it. Even if women are not used, here again the use of this mechanical equipment has increased the efficiency of this truck, on a ratio of about four to one, and saves valuable truck time.

In production of materials in industry, there is still a lot of manual handling, especially in smaller mills.



Fig. 7. Roller conveyor line with belt booster in background handle filled cartons into and out of this warehouse, with a minimum of time and effort required.

(Courtesy, Logan Co.)



Fig. 8. One operator in the truck quickly performs an operation that formerly required at least 8 to 10 men.

(Courtesy, Mercury Mfg. Co.)

In some small mills making fabric, beams are handled manually, and yet this operation has been mechanized in other industries by using electric hoists mounted on trolleys, and longitudinal bridge cranes, as shown in Fig. 3.

With this type of equipment, a female operator could remove this beam and transport it without other assistance. Already this plant has speeded up this operation by using the electric hoist, even though it still has manpower available.

In the handling and storage of various commodities, we have done a good job of mechanizing in some of the larger installations, such as shown in Fig. 4. Here, the gas-electric fork trucks and the use of pallets permit heavy loads to be put into storage and taken out of storage quickly. This equipment could be just as easily operated by a younger man, or by one not physically fit for service, or by female labor.

It is going to be necessary for us to continue to furnish fuel for the heating of homes, and for industrial uses, regardless of whether or not we can get men to unload the cars. Even when this operation is highly mechanized, it is still a terrific job to ask a woman or young man to do. Therefore, even the smallest coal yard should consider the use of mechanized equipment, as shown in Fig. 5. Here the heavy piling is done mechanically, and it is only necessary to keep the coal feeding from the car hoppers to the mechanical feeder, to unload the cars. When cars are not being unloaded, the same equipment can be used for loading trucks, etc. Larger yards are generally equipped with a complete system of overhead bins and conveyors. Therefore, the smaller yards should immediately consider obtaining this type of equipment. The Government should also consider some way to give them a priority so that they can obtain the equipment.

Steel mills have such heavy loads to handle and the heat and other conditions are so intense, that there is no doubt they will be given manpower as long as it is available. A number of these mills have already foreseen the need of mechanizing certain handling operations and have installed systems of conveyors, automatic loading and unloading devices for their rolling mills, fork trucks for handling and piling, all of which are supplementing the large overhead cranes which have always been considered a standard part of any large steel mill.

A number of food distributing plants and warehouses are now using considerable manual labor for handling their commodities. Those that are not already mechanized should consider the use of pallets and lift trucks, roller and belt conveyors, portable and flexible

(Continued on page 69)

WATERWAYS AND TERMINALS

War-Risk Rates on Monthly Basis

Adoption of a plan for stabilization of war-risk insurance rates on merchant vessels was announced Feb. 2 by the Maritime Commission following discussions between the Commission, representatives of the American Marine Insurance Syndicate and other commercial marine underwriters.

The general effect of the plan will be that war-risk rates will be on a monthly basis, a departure from the existing practices of quoting daily rates. As a result, shipowners will be able to determine their insurance charges in advance on a month to month basis.

The program has been adopted by underwriters in recognition of the important factor which war-risk insurance rates play in operating costs of vessels and to meet the desire of the Commission to stabilize these costs as far as possible, in particular where such costs are a basis for freight rates surcharges.

Under the announced plan, a schedule of rates will be published as of the 25th of each month by commercial underwriters, applying to all vessels sailing from United States ports in a regular trade during the following month. These rates will be submitted to the Commission in advance of publication and will be subject to approval by the Commission.

When the rates are not approved by the Commission, shipowners will be able to obtain insurance directly from the Commission in accordance with legislation passed in June, 1940, amending the Merchant Marine Act of 1936 and authorizing the Commission to write war-risk insurance whenever in the opinion of the Commission such insurance "cannot be obtained on reasonable terms and conditions." A fund of \$40,000,000 has been set up for this purpose.

While under the plan it is possible rates will be changed monthly, it is understood underwriters contemplate maintaining as stable a level as changing wartime conditions may permit.

In view of outstanding commitments, it was agreed that the plan would become operative on Feb. 15. Accordingly as of Feb. 10, a schedule of rates was published for the latter half of the month, and commencing Feb. 25, rates were to be published monthly.—Manning.

Basic Commodity Imports Progressed in 1941

Imports of 10 important raw materials vitally necessary to the Nation's war production effort rose to 6,500,000 tons in 1941, as compared to 2,225,000 tons in 1938, the United States Maritime Commission has revealed.

This increase of approximately 200 per cent was achieved through cooperative action by the Commission through its Division of Emergency Shipping and the ship operators, despite withdrawals of foreign flag vessels from vital trade routes and the allocation of a large amount of tonnage of United States registry to the Army and Navy.

In the last 6 mos. of 1941, imports of these 10 commodities were larger than for each of the calendar years, 1938 and 1939, and almost as large as for the entire calendar year 1940.

INLAND WATERWAYS and WATERFRONT TERMINALS

1941 — with all its shortages of ship space in every trade is passing into history.

1942 — with even greater demands on available and new bottoms is right here.

Only one answer: GET BUSY EARLY.

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The percentage increase for the calendar year 1941, compared to 1938, follows: Bauxite, 195 per cent; chrome, 240 per cent; copper, 205 per cent; cork, 103 per cent; graphite, 693 per cent; mica, 88 per cent; manganese, 130 per cent; rubber, 145 per cent; tin, 279 per cent; and wool, 853 per cent.

In 1938 these 10 commodities comprised 11 per cent of the total dry cargo imports into the United States. In 1940 they formed 15 per cent of the total, while in 1941 they made up approximately 23 per cent of dry cargo imports.

The transportation of these commodities, with the exception of bauxite, involves long ocean hauls. Even before the entry of the United States into the war last December, the bringing of basic commodities from such far-distant areas was beset with difficulties.

The monthly rate of import for the last 6 mos. of 1941 exceeded by 45,000 tons the monthly rate estimated by the Office of Production Management as necessary to our war effort.

The skilled and experienced expeditors or "trouble shooters," representing the Maritime Commission in key foreign ports where strategic raw materials are loaded, contributed substantially to the increase in tonnage of the 10 basic commodities. They are just what the name implies. They supervise the assembly of raw materials at the docks ready for loading. They help to bring about fast loading, with due regard for economies of space.

The Commission is now sending additional "trouble shooters" to other key ports to speed up further movement of materials for war production needs.

Land Appointed Shipping Administrator

President Roosevelt by executive order on Feb. 7, established a War Shipping Administration, with Admiral Emory S. Land, chairman of the U. S. Maritime Commission, as Shipping Administrator.

The purpose of the new agency, the President said, is "to assure the most effective utilization of the shipping of the United States for the successful prosecution of the war."

Admiral Land will control operation, purchase, char-

ter, requisition, and use of all ocean vessels under the flag or control of the United States, except vessels of the armed forces, and vessels engaged in coastwise, intercoastal, and inland transportation, which are under control of the Office of Defense Transportation.

Vessels under the control of the War Shipping Administration will constitute a pool to be allocated by Admiral Land for use by the Army, Navy, other Federal departments and agencies, and the governments of the United Nations.

Admiral Land, the President said, will represent the United States in dealing with the British Ministry of War Transport, particularly in operation of the Combined Shipping Adjustment Board recently set up. The same working arrangement will be carried out with similar shipping agencies of nations allied with the United States in the prosecution of the war, in matters related to the use of shipping.

"In his discharge of his responsibilities," the executive order said, "the Administrator shall collaborate with existing military, naval, and civil departments and agencies of the government which perform wartime functions connected with transportation overseas, in order to secure the most effective utilization of shipping in the prosecution of the war. The Administrator particularly shall maintain close liaison with the Departments of War and the Navy through the Assistant Chief of Staff for Transportation and Supply and the Director, Naval Transportation Service, respectively, with respect to the movement of military and naval personnel and supplies; and with the Director of the Office of Defense Transportation with respect to the relation of overseas transportation to coastwise and intercoastal shipping and inland transportation. With respect to the overseas transportation of cargoes essential to the war production effort and the civilian economy the Administrator shall be guided by schedules transmitted to him by the Chairman of the War Production Board prescribing the priority of movement of such commodities and materials."—*Manning*.

Administrator Land announced the appointment of the following officials to the War Shipping Administration:

H. Harris Robson, who will serve as director general of shipping; D. F. Houlihan, who will serve as director of fiscal affairs; and William Radner, who will serve as general counsel.

In addition to their specific duties they will constitute a committee to advise and consult with Admiral Land on problems of general policy, the Administrator said.

Mr. Robson has been serving as general director of shipping with the Maritime Commission; Mr. Houlihan is a member of the public accounting firm of Price Waterhouse & Co., and previously served as director of finance with the Maritime Commission, and as consultant on shipping with the Office of Production Management; Mr. Radner is secretary of the Matson Navigation Co., and was formerly counsel for the Reconstruction Finance Corporation and later counsel for the Maritime Commission.

The War Shipping Board, in accordance with authority granted the Maritime Commission by Congress on June 29, 1940, and transferred from the Commission to the Administration by the President's executive order, announced that it is prepared to provide war risk insurance on cargoes carried by United States flag vessels.

The announcement is effective with respect to cargoes shipped on and after March 1, and the Administration was prepared to quote rates on such risks on and after Feb. 23.

Insurance provided by the Administration will be, in general, in accordance with coverage furnished by commercial underwriters except that at present the Admin-

istration will not offer automatic contracts, but will only provide such insurance on specific shipments. The Administration also writes insurance on hulls and crews.

Under existing law, the Administration is permitted to provide war risk insurance only when it determines that such insurance is not available on reasonable terms and conditions from commercial underwriters.

Amendment to this legislation is now under consideration in Congress and, if adopted, would permit the War Shipping Administration to provide war risk protection whenever it determined that such insurance is in the interest of the war effort or of the domestic economy of the United States. The amendment would also allow the Administration to provide insurance on United States cargoes carried on vessels of all flags.

In connection with the providing of war risk insurance on cargo, rules of procedure have been drawn and made public by the Administration.—*Manning*.

Cushing Heads Land's Pac. Coast Appointments

New all-powerful War Shipping Board has as its Pacific Coast director, John E. Cushing, president of the American-Hawaiian Steamship Co. The appointment was made Feb. 20 by Admiral Emory S. Land, of the War Shipping Administration. Assisting Cushing on the Pacific Coast are E. J. Bradley, now Coast representative of Division of Emergency Shipping, which will be absorbed into the new set-up, and A. R. Lintner, general manager of American Mail Line, Seattle, who is also emergency shipping representative in Seattle. Admiral Land also named William Radner, secretary of Matson Navigation Co., to the post of general counsel in Washington of the War Shipping Administration.

Cushing, who was director of the Shipping Board during the last war, is regarded on the Pacific Coast as an ideal co-ordinator of shipping for the West, which is more and more in the spotlight because of the present emphasis on war in the Pacific. Cushing is regarded by shipping men as one of the outstanding leaders on the coast.

Bradley, who assists Cushing in San Francisco, has been connected with the Division of Emergency Shipping ever since that organization was set up. A. R. Lintner will aid the co-ordinator in the Northwest, where he has the respect of shipping men and is regarded as one of that region's best executives.—*Gidlow*.

Inland Waterway Carriers Association

Last month in St. Louis a group of for-hire water carriers, both common and contract, operating on the Ohio and Mississippi Rivers and their tributaries, all rivers flowing into the Gulf of Mexico, and on the Gulf Intracoastal Waterway, formed an association of carriers for the purpose of facilitating the consideration and handling of matters of mutual interest pertaining to rates, rules and regulations, and practices under the Transportation Act of 1940, including the publication of tariffs as may be agreed upon.

The organization will be known as the Inland Water Carriers Freight Assn. Its headquarters will be established at St. Louis.

The carriers comprising the initial organization and the officials represented at the first meeting are as follows:

Inland Waterways Corp., operating as the Federal Barge Lines, represented by Chester C. Thompson of St. Louis, chairman of the board and president.

Mississippi Valley Barge Line, represented by M. C. Pearson of St. Louis, traffic manager.

Campbell Transportation Co., represented by M. C. Pearson.

(Continued on page 99)



For obvious reasons, names of persons or their companies are not published unless permission is specifically given *DandW* for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

Not in Tariff, So Railroad

Is Not Responsible for Freezing

ON an order of merchandise we recently shipped, we found that upon arrival the merchandise was frozen and was refused. Consequently, we lost a considerable amount of money. The purchaser requested us to ship this merchandise via the cheapest method. We did ship it via rail, as in that instance it was the cheapest method. We marked the bill of lading "freezable liquid" as has been our custom. The carrier stamped the bill of lading "loaded in ordinary box car, not responsible if frozen." We feel that we have a claim against the railroad company for the loss as a result of the freezing of the merchandise. Are we correct in this assumption?—**Reader.**

Answer. The railroad does not by its contract insure perishable freight against effect of temperature while in its possession during the transportation period, unless specific tariff provisions so provide. Since the carrier affixed the stamp "loaded in ordinary box car, not responsible if frozen," it is safe to assume it did not provide heated car service on LCL service between the specific points the shipment moved. Consequently, it is not liable for the loss. In other words, where the carrier does not offer protective service, shipments move at the risk of the shipper and the carrier is not responsible for damage due to lack of protective service.

Compensation from Delayed Delivery

WE received an order from one of our customers for an article which we make. This piece of equipment was shipped via our usual method and there was a delay in delivery. As a result, the purchaser cancelled the order. We should like to mention that ordinarily the delivery would have been effected in 5 days. The shipment was found sometime later in the carrier's warehouse. We took back the material but filed a claim for the loss of profit. Do you think that we are right in filing claim for this loss?—**Reader.**

Answer. When unreasonable delay in the transportation of goods occurs, the shipper is entitled to recover the difference between the market value of the goods at the time and place at which delivery should have been made and the market value when delivery was actually made.

Shipper Entitled to Recover Loss on Released Valuation

WE recently received a shipment of household goods for storage. The goods came into our warehouse via rail. Upon arrival we found that one piece was missing and we so noted the receipt. We also discovered that the merchandise carried a release valuation of \$5.00 per Cwt. The total shipment weighed 400 lbs. The piece that was missing weighed 200 lbs. The customer has instructed us to file claim for the complete valuation of the shipment to which it thinks it is

entitled. Can you advise us if it is correct.—**Reader.**

Answer. The shipper is entitled to recover only for the actual loss based upon the release valuation of \$5.00 per Cwt. In other words, it is entitled to recover the proportionate amount.

Extra Cost When Routing Is Not Direct to Warehouse

WE shipped a carload of merchandise to one of our customer's warehouses. That is to say, the customer carried stock in a public warehouse. We consigned the car to the customer at a definite street address. We did not route the car, outside of making a bill of lading out on the form issued by the initial carrier. The car was routed by the carrier via a combination route which did not allow it to make the specific delivery at the street address. As a result, the car had to be unloaded from a teamtrack and the merchandise drayed to the warehouse, which resulted in additional charges. Are we correct in assuming that the carrier is liable for the additional charge for not exercising the necessary care in routing?—**Reader.**

Answer. If the through rate was the same to actual street destination as it was by the route it moved, then there is no claim. The railroad undertook to deliver the car to the city it was consigned to. Had the name of the warehouse appeared on the lading and the name of the delivering carrier, the car would have been delivered as consigned. If the car did not arrive via the delivering carrier mentioned, then there would be a basis for claim.

Ruling on Cartons, Etc., Used by Warehouses

The following request for ruling under Preference Rating Order P-22 as amended and the reply from the Maintenance and Repairs Section of the Priorities Div. of O.P.M. will prove of interest.

Request: "There are certain materials used by storage warehousemen, particularly in the household goods section, such as kraft paper, shredded paper, cartons, barrels, boxes and chemicals for moth control. None of these represents any great quantity of material. The industry wishes to know whether these would be classified as operating supplies and if it would be in order to use the statement in ordering such supplies 'Material for maintenance, repair or operating supplies—rating A-10 under Preference Rating Order P-22, as amended, with the terms of which I am familiar?'"

Answer: "It has now been ruled that any material such as boxes, twine, wrapping paper, etc., which goes into the customer's hands if not returned to the seller cannot be classed as an operating supply.

"For example, a milk bottle, being returnable, is an operating supply. The paper cap with which it is sent out, is not.

"As the materials enumerated are turned over to the warehouse's customers and are not reclaimed by the warehouse, they would not under the present ruling be recognized as operating supplies within the meaning of the order.

"The one exception to this is the chemicals for moth-proofing."

Factories ON THE MOVE

American Optical Co., Inc., Mechanic St., Southbridge, Mass., will take bids soon for superstructure for new branch plant at Brattleboro, Vt., to cost about \$300,000 with equipment.

United States Rubber Co., Inc., Naugatuck Chemical Div., Maple St., Naugatuck, Conn., has work in progress for large mill on neighboring tract for completion next summer. Cost, \$2,750,000 with equipment.

Greenport Basin & Construction Co., Greenport, L. I., N. Y., has acquired adjoining plant of General Shipyards, Inc., and will use for expansion, after improvements.

Lennox Furnace Co., Inc., 400 No. Midler Ave., Syracuse, N. Y., plans rebuilding of portion of plant recently destroyed by fire. Main offices at Marshalltown, Iowa.

Martin Fire Proofing Corp., Sidway Bldg., Buffalo, roofing products, with plant at No. Tonawanda, N. Y., plans new one-story branch works at Albany, N. Y.

Breeze Corp., 35 So. 6th St., Newark, N. J., has purchased a one-story plant at 183 So. 18th St., East Orange, N. J., heretofore held by K. & L. Ice Corp.

Northwest Magnesite Co., Inc., joint subsidiary of Harbison-Walker Refactories Co., Farmers' Bank Bldg., Pittsburgh, and General Refactories Co., Real Estate Trust Bldg., Philadelphia, has begun work on new plant on .50-acre tract near Cape May Point, Lower Township, vicinity of Cape May, N. J. Completion expected in 6 mos. Cost close to \$1,000,000 with machinery.

Progress Mfg. Co., Inc., Germantown Ave. and Master St., Philadelphia, lighting fixtures, has acquired building at 2nd and Norris Sts., heretofore owned by Gotham Hosiery Co., and will improve and equip for plant.

Corbman Bros., Inc., 1205 No. 4th St., Philadelphia, metal products, has purchased former mill of Prudential Worsted Co., 312 No. 7th St., and will remodel and equip for expansion.

Texas Co., Claymont, Del., near Marcus Hook, Pa., plans rebuilding portion of local bulk oil storage and distributing plant recently destroyed by fire. Main offices are at 135 E. 42nd St., New York.

Carbide & Carbon Chemicals Corp., 30 E. 42nd St., New York, will begin superstructure soon for initial units of new plant on Kanawha River, near Charleston, W. Va., airport, in vicinity of So. Charleston.

Arkansas-Louisiana Gas Co., 300 W. Capitol St., Little Rock, Ark., plans new plant near Macedonia, Ark.

Apte Brothers Canning Co., Miami, Fla., food packer and canner, has leased building to be constructed at Edinburg, Texas, by Missouri-Pacific Lines, Houston, and will equip for new branch vegetable-processing and canning plant.

Willys-Overland Motors, Inc., Toledo, Ohio, has arranged for lease of additional space in neighboring buildings.

Cleveland Wire Spring Co., E. 49th St. and Harvard Ave., Cleveland, will remove sheet metal plant to recently acquired plant of Claus Mfg. Co., 5250 Brookpark Rd. Latter company is arranging for lease of property in another part of city.

Waterbury Clock Co., Waterbury, Conn., plans new plant on local site.

American Can Co., 230 Park Ave., New York, will build new plant on W. Roosevelt Rd., Forest Park, near Chicago.

George Mfg. Corp., 103-37 Ninety-eighth St., Richmond Hill, L. I., N. Y., will build new plant at 89-46 127th St., Kew Gardens, L. I.

Auerbach Tire Works, Inc., 976 Bushwick Ave., Brooklyn, N. Y., plans rebuilding portion of plant recently destroyed by fire.

Harold E. Trent Co., 55th St. and Wyalusing Ave., Philadelphia, has purchased building at Leverington Ave. and Wilde St., heretofore held by Shepard Mfg. Co., and after improvements will remove to same.

Pennsylvania Service Oil Co., Reading, Pa., plans rebuilding of storage and distributing plant near Pottsville Pike, recently destroyed by fire.

Brockway Macaroni & Supply Co., Brockway, Pa., plans for rebuilding of plant recently destroyed by fire.

Charles Eneu Johnson & Co., Inc., 10th and Lombard Sts., Philadelphia, printing inks, plans new carbon black plant in vicinity of Orlando (Logan Co.), Okla.

Firestone Tire & Rubber Co., Akron, plans new plant in vicinity of Texas City, Texas.

Union National Mill, Springfield, Ohio, plans rebuilding of mill recently destroyed by fire.

Lakeside Malleable Casting Co., 23rd and Clark Sts., Racine, Wis., plans rebuilding of portion of plant unit, recently destroyed by fire.

Smith Meter Co., 5743 Smithway, Los Angeles, Cal., plans rebuilding portion of plant recently destroyed by fire.

Portland Oxygen Co., 3332 N. W. Yeon Ave., Portland, Ore., will build new plant on N. W. Yeon Ave., near Suffolk St.

Western Stove Works, Inc., 617 No. Western Ave., Los Angeles, Cal., will build new plant on 300-acre site near San Bernardino.

Richmond-Chase Co., San Jose, Cal., canned food products, plans rebuilding of portion of branch processing and canning plant at Mountain View, Cal., recently destroyed by fire.

National Can Corp., 110 E. 42nd St., New York, plans new plant on 7½-acre tract, fronting on line of Nickel Plate RR., near Fort Wayne, Ind., recently acquired.

(Continued on page 73)

Personnel

Al Naish, president of the Al Naish Moving & Storage Co., Cincinnati, has been elected president of his local civic group. He is also a member of the Ohio Valley Transportation Advisory Board.

Charles Gleiser, Mack Avenue Storage Co., was recently re-elected president of the Detroit Van Owners' Assn., to serve his 3rd consecutive term. All other officers were re-elected: vice-president, William Brandt; and secretary-treasurer, H. B. Woodhull. Directors: L. Leonard, F. Corrigan and J. W. Sutton.—*Reeves*.

A. R. Lintner has been appointed Northwest representative of the Div. of Emergency Shipping of the U. S. Maritime Com. Headquarters are in Seattle.

G. M. Richardson, vice-president of the Merchants Warehouse Co., was elected president of the Philadelphia Board of Trade on Jan. 28, succeeding G. L. Markland, Jr., deceased.—*Jones*.

C. U. Smith, retired chief engineer and general manager of the Milwaukee Harbor Commission, was given a testimonial dinner at the Milwaukee Athletic Club on Jan. 20, attended by Governor Heil and other notables. The Governor made Mr. Smith a colonel at the dinner; the aldermen presented him with a watch. Mr. and Mrs. Smith will locate in California.—*Hubel*.

R. B. Garwood, vice-president, manager, operating executive of Corpus Christi Warehouse & Storage Co., has been elected president of the Corpus Christi Traffic Club. He is also a member of the board of directors.

A. B. Efroymson, president of the National Terminals Corp., Cleveland, has been elected a trustee of the Cleveland Executives Assn.—*Kline*.

Charles L. Perkins has retired as general manager of the Detroit and Cleveland Navigation Co., Detroit, after more than half a century in the transportation business, 41 yrs. with the D. & C. He is succeeded by James McMillan, formerly his assistant.—*Kline*.

J. F. Ernsthausen, president of the Norwalk Truck Line, Norwalk, Ohio, has been elected president of the Huron County Banking Co., Norwalk. He was also recently elected a director of the Ohio Chamber of Commerce, representing the motor transport industry.—*Kline*.

N. L. Goodman, Goodman's Warehouse, Jersey City, was elected president of the New Jersey Furniture Warehousemen's Assn. at its 23rd annual meeting in Newark the latter part of January. He replaces Griswold B. Holman. Other officers elected: first vice-president, A. W. Allesbury, Summit Storage & Express Co., Summit; 2nd vice-president, John O'Connor, Orange Storage Warehouse, East Orange; 3rd vice-president, Joseph Rimback, Rimback Storage Co., Milburn; treasurer, F. J. McGrath, Roseville Storage Co., Newark; secretary, F. J. Summers, Model Storage Warehouse, Newark; director for 3 yrs., H. P. Townsend, Henry P. Townsend Storage, Westfield; director for 2 yrs., George Duke, Bergen Storage Warehouse, Jersey City.

James A. Rice has been appointed traffic consultant and assistant at the New Orleans port of embarkation. For 14 yrs. he was general Gulf manager for Moore-McCormack Steamship Co. and served as port captain for Lykes Brothers S. S. Co. In the past 2 yrs., Captain Rice has been associated with Waterman Steamship Corp. at New Orleans.

Mrs. M. K. Hartnett, director of traffic and purchasing of the S. M. Jones Co., Toledo, Ohio, for many

years, has retired. She was guest of honor at a dinner party given by officials and associates of the Toledo Traffic Club and was presented with a sizable "departure check" and a jeweled wrist watch.—*Kline*.

A. H. Zastrow, traffic manager for A. O. Smith Corp., has been elected president of the Milwaukee Traffic Club. Others elected are as follows: Carl Carlsen, Northwestern R.R., first vice-president; M. M. Rose, Milcor Steel Co., 2nd vice-president; Ernest C. Crow, Northwestern R.R., 3rd vice-president; T. W. Somers, secretary and treasurer. Directors: F. L. DeGroat, of Schlitz Brewing Co.; and A. J. Buege, Pittsburgh Plate Glass Co.—*Hubel*.

Robert C. Greeley, president of the Greeley-General Warehouse Co., Cleveland, was re-elected president of the Ohio Warehousemen's Assn. at its annual meeting at the Hotel Cleveland on Jan. 28. W. Lee Cotter, Cotter City View Storage, Akron, was elected vice-president. W. J. O'Neil, Columbus Terminal Warehouse Co., Columbus, was re-elected treasurer. A. P. McNeal, Columbus Warehouses, Inc., was re-elected secretary. Harry Foster, general manager of Cincinnati Terminal Warehouse Co., and A. R. Post, Cummins Storage & Warehouse Co., Canton, were named directors to replace F. W. Berry and F. H. Prusa, whose terms in office expired. Two new member firms were taken into the association: Curtis Storage & Transfer, Inc., Cleveland; and the J. V. McNicholas Transfer, Inc., Youngstown.—*Fiske*.

E. D. Enney has been appointed port consultant to the Quartermaster General. His office will be at 165 Broadway, New York City. He has been identified with shipping for many years. Prior to the last war he was associated with the Lord Inchcape shipping interests in London.—*Manning*.

Cincinnati Terminal Warehouses, Inc., directors and officers were re-elected at its annual meeting late in January. Officers are D. William T. Semple, president-chairman; R. C. Barnard, vice-president; Charles W. Ireland, secretary; De Witt W. Balch, treasurer; E. M. Lea, assistant secretary-treasurer, and Harry Foster, general manager. Directors are: Dr. Semple, Barnard, Ireland, Balch, Lea, J. N. Field, W. E. Fox, E. W. Harrison, J. F. Henry and C. H. Rembold.

Martin H. Kennelly, head of Werner Bros.-Kennelly Co., Chicago, has become president of the Chicago Athletic Assn.—*Slawson*.

F. R. Westell, traffic manager of Gorham Mfg. Co., has become president of the Traffic Club of Providence, R. I. Other officers follow: first vice-president, S. Malkin, manager of the M. & M. Transportation Co.; 2nd vice-president, T. Durkin, general agent of M. & M.; 3rd vice-president, R. A. Charleson, traffic manager of Everett & Barron Co., and secretary-treasurer, E. C. Southwick, manager of the transportation division, Providence Chamber of Commerce.—*Jones*.

A. H. Zastrow, traffic manager, A. O. Smith Corp., has become president of the Milwaukee Traffic Club. Other officers follow: first vice-president, Carl Carlsen, North Western R. R.; 2nd vice-president, M. M. Rose, Milcor Steel Co.; 3rd vice-president, E. C. Crow, North Western R. R.; secretary-treasurer, T. W. Somers, Missouri-Pacific R. R.; and F. L. De Groat, Jos. Schlitz Brewing Co., and A. J. Buege, Pittsburgh Plate Glass Co., directors for 3 yrs.—*W.T.N.B.*

Harry H. Cremeens, Los Angeles Warehouse Co., was recently re-elected president of the Los Angeles Warehousemen's Assn. LeRoy D. Owen, Westland Warehouses, Inc., was elected first vice-president; William Elliott, Hollywood Storage Co., 2nd vice-president; and

Charles G. Munson re-elected for the 8th successive term is secretary-treasurer. The board of directors is composed of Cremeens, Owen and Elliott, plus C. H. Riggins, H. W. Chaffee Co., and Carl Peters, United Terminal Warehouse Co.—*Herr.*

Duncan MacBride, who operated the Victoria (B.C.) Cold Storage & Terminal Warehouse Co. for several years until recently, has been appointed sheriff of Victoria. He is a past president of the Associated Boards of Trade of Vancouver Island, and at one time served as president of the Victoria Chamber of Commerce.—*Bennett.*

B. F. Redman, founder and president of the Redman Van & Storage Co., Salt Lake City, Utah, was honored on his 81st birthday last month with a luncheon by his octogenarian masculine friends. He was born in Omaha, Neb., in 1861, and came to Salt Lake City 52 yrs. ago, where he organized his present firm.—*Bennett.*

Edward Abaeckerli, formerly with the order department, warehouse division of the St. Louis Mart, is now in charge of transit business at the S. N. Long Warehouse in St. Louis.—*Hoag.*

S. L. Meade, general agent for the Chicago, Rock Island & Pacific R. R., has succeeded E. J. Glaeser as president of the Traffic Club of Kansas City, Mo. The latter, recently elected, has been transferred to Washington, D. C., where he holds the same title, namely traffic manager of the C.C.S.-L&A.—*S. Smith.*

Harold Blaine, executive secretary of the United Van & Storage Assn., Los Angeles, has resigned to affiliate himself with the Lyon Van & Storage Co. He has been succeeded as association secretary by J. W. Barker, who for the past several years has been secretary of the San Francisco Movers, Inc.—*Herr.*

Arthur Paxton, Paxton Trucking Co., Los Angeles, has become president of the Motor Truck Assn. of Southern California, succeeding O. H. Scott, J. A. Clark Draying Co. Mr. Clarke is now first vice-president; William Fessenden, California Warehouse Co., is 2nd vice-president; John Carroll, Signal Trucking Co., 3rd vice-president; Hal Halverson, Star Truck & Warehouse Co., is secretary, and T. J. Wade, Wade Transportation Co., treasurer. C. G. Anthony is executive secretary.—*Herr.*

E. P. Costello, traffic director, Acme Evans Co., has become president of the Indianapolis Traffic Club. Earl Bumgarten, agent, B & O, is secretary-treasurer. Directors include C. V. Curran, traffic manager, Indianapolis Glove Co.; C. C. Hibbard, traffic manager, Kingan and Co.; and Sam Ziffrin, president, Ziffrin Truck Lines.

A. R. Mercure, traffic manager, Montgomery Ward and Co., has become president of the Transportation Club of St. Paul, Minn. Charles A. Liggett, assistant traffic director of the St. Paul Assn. of Commerce, is secretary.

P. R. Turnbull, R. Hoe and Co., has become president of the Bronx, N. Y., Traffic Club. H. D. Hoffman, Henle Wax Paper Mfg. Co., is secretary. The new vice-president is H. F. Heck, Erie R.R.; the treasurer is D. M. Goldberger, of Schorsch and Co. The board of governors includes J. A. MacMullen, Roadway Express and Shippers Freight Forwarding Co., chairman; Martin Korb, National Carloading Corp.; Harry Davis, Davis-Roberts Motor Line; Lester Palma, Noesting Pin Ticket Co.; Max Seiferth, retiring president, Herz Cup Co.; G. J. Wiegman, Lehigh Valley R. R.; Irving Bittman, Absorbo Beer Pad Co.; and T. E. Deegan, H. O. Penn Machinery Co.

C. J. Ratzel, supervisor of shipping and receiving, Worthington Pump and Machinery Corp., Buffalo, has become president of the Niagara Frontier Industrial Traffic League, succeeding W. J. Sullivan, recently assistant traffic manager, Barrett Div., Allied Chemical & Dye Corp., New York City. Other officers elected: first vice-president, J. W. Burke, traffic manager, J. N. Adam & Co.; 2nd vice-president, O. D. Wheaton, traffic manager, Wildroot Co., Inc.; treasurer, W. J. Holehouse, Jr., traffic manager, Trico Products Corp.; general secretary, K. S. Wright, asst. traffic manager, Carborundum Co.; secretary, A. P. Gerstner, Buffalo Chamber of Commerce. R. L. O'Brien, assistant traffic manager, Allied Mills, Inc., and J. B. Edwards, traffic manager, Eastern Grain Elevator Corp., were elected to the board of governors to fill vacancies.

Edward Siems has become manager of the Hilton Packing and Storage Corp., Rochester, N. Y., succeeding Lee Welkey. Mr. Siems was formerly manager of the Fairport Cold Storage Corp.—*Toles.*

Taber Johnson has resigned as Eastern manager of Associated Warehouses, Inc., effective Feb. 15.

Chester Webster has become New York representative of Associated Warehouses, Inc. He was formerly connected with the Colgate Co., the Sugar Institute, and just recently, was with the Luckenbach Steamship Line.

Colin C. Brown, general agent, Lehigh Valley R. R., has been elected president of the Traffic Club of Philadelphia. Other officers are: first vice-president, H. C. Hoffa, manager, traffic division, Atlantic Refining Co.; 2nd vice-president, A. A. Gallagher, general Southern freight agent, Delaware & Hudson Co.; secretary, F. G. Ibach, general traffic manager, E. J. Lavino & Co.; and treasurer, W. A. Angus, traffic manager, Pennsylvania Sugar Co.

A. J. Owens has been appointed by Governor Olson to serve until 1944 as a member of the board of directors of the California Maritime Academy. He is operating manager of Sudden & Christenson S. S. Co., in San Francisco.—*Gidlow.*

C. Van Covering has joined the Haslett Warehouse Co., San Francisco. He was formerly automotive surveyor for the Southern Warehouse Co., same city.—*Gidlow.*

S. A. Stimpson has become Pacific Coast traffic manager of the Pacific Intermountain Express Co., San Francisco. He was for many years traffic manager of the United Air Lines.—*Gidlow.*

S. C. Starrett is new traffic manager of Morton Salt Co., San Francisco, stepping up from assistant traffic manager. Ed. Mitchell, whom he succeeds, has been named district manager of Western Carloading Co.—*Gidlow.*

Colonel B. C. Allin, port engineer, has joined forces with Fred D. Parr, president of the Parr-Richmond Terminal, San Francisco. His duties have not been announced. He is a former director of the Port of Stockton, which he developed into a deep water port.—*Gidlow.*

William M. Carney has been appointed as principle consultant to the Office of Price Administration's division of transportation. His principle duties will be in connection with forthcoming requests of OPA and the ODT, for whose rate divisions OPA's transport section acts, for modification of whatever increases in rail rates are allowed by the I.C.C. Mr. Carney was vice-chairman of the Intercoastal Steamship Freight Assn.

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Ocean-Rail Inquiry by I.C.C. in Southwest

The effort of railroads serving the Southwest to install a new rate structure which would make ocean-rail rates from the Atlantic Seaboard to the Southwest higher than all-rail charges to the sector will be investigated by the I.C.C. The latter on Feb. 25 suspended in I and S docket 5110 a proposal of Julian King, agent, on behalf of the railroads party to joint ocean-rail rates to cancel the Deming, N. M., rate feature of the rule governing maximum rates via the joint traffic movement and directed the rails to appear before an examiner on March 19 in Washington and prove justification for the move. Four coastwise carriers protested the cancellation, citing this alteration of basic rate principles as establishing a precedent which would divert permanently substantial traffic to all-rail routes.

Tighter Rail Demurrage

A conference at Chicago, Feb. 25, between officials of the Assn. of American Railroads and the National Industrial Traffic League brought about an agreement for a nationwide program for the tightening of rail demurrage rules. No reduction in free time allowance or in changes of demurrage charges are to be included in the revision of the demurrage rules, it is stated, but tightening of rail tariff provisions governing demurrage will be worked out so as to effect a greater utilization of rail equipment. It is stated that the formula for the revision of demurrage rules will be submitted to the membership of N.I.T.L. for its ratification, either at a special meeting or by mail vote.

Canadian Traffic League

Wants Say in Rate Matters

The Canadian Industrial Traffic League at its annual meeting adopted a resolution that urged the Board of Transport Commissioners and the Wartime Prices and Trade Board to give users of transportation the opportunity to present their views before ordering rate increases and changes in regulations. The resolution was based on an order of the Wartime Prices and Trade Board, effective Jan. 26, which, in the opinion of the league, impaired the protection of shippers under orders in council governing maximum transportation costs.

Guy Tombs, president of the league, presided at the meeting, at which a number of guests from the United States were present, including R. R. Ludecke and E. F. Lacey, president and executive secretary, respectively, of the National Industrial Traffic League.

The following officers were elected: honorary president, J. E. Walsh, Canadian Manufacturers' Assn., Toronto; president, J. Redmond, Frost Steel and Wire Co., Ltd., Hamilton; vice-president, W. Ferguson, Colgate-Palmolive-Peet Co., Ltd., Toronto; and treasurer, H. W. Blahout, Dunlop Tire and Rubber Goods Co., Ltd., Toronto.

Warehouses for Export Freight

On authority given by the I.C.C., rail carriers serving the various North Atlantic ports made effective as of Feb. 24 additional provisions in their harbor tariffs designed to prevent congestion in rail controlled freight storage facilities and which will permit the placing in storage in public warehouses of freight intended for export without such freight being deprived of the applicable export rate and other rail tariff privileges attaching to export shipments.

The new railroad tariff rule states:

"In order to prevent accumulation of export carload freight which is on hand at (name of port) carriers may at their option deliver such freight at public warehouses in (name of port) reached by tracks direct or through switching services or on public warehouses in (name of port) harbor reached by lighterage service or carflat service without charge for reconsignment or diversion. No further ser-

vice will be performed by the rail carriers without charge. Storage in public warehouses will be at the risk and expense of the owners of the freight. When export freight is delivered as provided above the freight charges based on the export rate to (name of port) and the accrued railroad storage charges on the export basis will be collected by the rail carrier. Shipments so delivered must be registered with the trunk line freight inspection bureau and may be held in storage for not more than twelve months from the date of delivery at warehouses. If satisfactory proof of exportation is not furnished within twelve months or if the shipment is domesticated the rail transportation charges and the rail storage charges will be adjusted to the domestic basis and collection made accordingly."

As pointed out by the Chicago Journal of Commerce, the I.C.C. ruling on transfer of export freight to public warehouses pending actual exportation applies only in connection with freight shipped after the specified effective date of the new rule, and therefore, the various rail carriers will have the privilege of applying to the I.C.C. for necessary authority to make transfers to public warehouses of export freight already on hand.

Two Port Limit Seen For Coffee

As direct coffee shipments from Brazil and Colombia to Pacific Coast ports are being replaced by a water-rail movement, coffee industry trade members fear that it is the start of a plan of the Government to limit the movement of coffee to 2 ports in the U. S.—New York and New Orleans. This is the conclusion reached from reports sent out by the Pacific Coast Green Coffee Ass'n. Shipments now are to be routed by rail from Houston and New Orleans to the Pacific Coast.

The curtailment of ocean freight by using the rails to move coffee once arriving at these ports emphasized the tightness developing in the shipping situation, and is the factor promoting a sustained demand for coffee both in the shipment and spot markets.

Port of Newark Records

Despite a drop in maritime shipping because of wartime dislocation, all-time highs in general cargo, lumber, railroad cars and trucks clearing through Port Newark were reached last year, according to the annual report of Port Supervisor Dempsey as made public Feb. 5.

Ship diversion is reflected in a decrease in waterborne tonnage from 1,161,978 tons in 1940 to 1,087,773 last year. General cargo mounted from 1,498,587 tons to 1,541,796 for 1941.

Greatest cargo increase was reported in lumber. Although waterborne lumber fell off approximately 6,000,000 ft., total lumber clearing through the port leaped from 465,548,351 to 657,719,633 ft. in 1941.

Major factor in this increase was clearance of Canadian lumber for Britain through Newark Tide-water Terminal.

Replacing water shipment losses during the year were rail and truck services. Railroad cars in and out totaled 20,274, compared to the previous high of approximately 12,000. Last year's figure was 11,517.

Truck movement in the port mounted to 180,966, bettering the 1940 figure by 40,000.—Jones.

Henry F. Grady, president of the American President Lines, San Francisco, has just made E. Russell Lutz, who joined the APL only a year ago as assistant to the president, executive assistant to the president. Lutz has been given the responsibility, under Grady's supervision, for the administration of the company's executive department. Before he came to San Francisco, Lutz had served for 4 yrs. in Washington, D. C., in the legal department of the U. S. Maritime Commission, the last 2 yrs. as general counsel. Before that, he was for more than 10 yrs. in the State Department, specializing on problems arising from the first world war. Lutz was, a short time ago, appointed to San Francisco Chamber of Commerce foreign trade committee.—Gidlow.

FROM *The Capital*

40-Cent Wage Order Minimum

A wage order requiring payment of at least 40 cents an hour for the property motor carrier industry, effective March 16, was announced Feb. 14 by Thomas W. Holland, Administrator of the Wage and Hour Division, Department of Labor.

The 40-cent minimum wage was recommended by a committee, comprised of representatives for the public, employers, and employees.

Application of the minimum wage to the industry will increase the hourly wage rates of more than 70,000 workers employed by approximately 40,000 truck operators. The industry employs approximately 600,000, the Division estimated.

Testimony before the committee revealed that few "over-the-road" employees will be affected by the minimum. Most of those currently earning less than 40 cents an hour are terminal employees, loaders and clerical workers. Employees whose wages will be materially increased are located chiefly in the South.

The definition of the property motor carrier industry is:

"The industry carried on by any person who holds himself out to the general public to engage in, or under individual contracts or agreements engages in, the transportation by motor vehicle of property in interstate commerce, or in the transportation by motor vehicle of property necessary to the production of goods for interstate commerce over regular or irregular routes. The term includes the industry carried on by any person who as agent or under contractual arrangement with any rail, water, or motor carrier or any express company engages in the performance within terminal areas of transfer, collection, or delivery services. The term does not include that part of the industry carried on by any carrier by rail or water or by any express or other company which is subject to Administrative Order No. 34 defining the Railroad Carrier Industry."—Manning.

Depot Whses. for Army in 10 States

To meet requirements of an expanding army the Corps of Engineers has launched a construction program of depot warehouses and has announced the following projects:

Award of a contract to Prouty Brothers Engineering Co., Denver, for architect-engineer services incident to construction of a depot in Arizona at a cost in excess of \$5,000,000. The Albuquerque, N. M.,

District Office of the Corps of Engineers will supervise construction.

Award of a contract to Schulz and Norton, Memphis, Tenn., for architect-engineer services incident to the construction of a depot in Alabama at a cost in excess of \$5,000,000. The Mobile, Alabama, District Office of the Corps of Engineers will supervise construction.

Award of a contract to Hart, Freeland and Roberts, Nashville, Tenn., for architect-engineer services incident to new construction of a depot in Kentucky at a cost of more than \$5,000,000. The Cincinnati, Ohio, District Office of the Corps of Engineers will supervise construction.

Authorization for construction of depot warehouses at a cost of several million dollars each, in the following States, to be supervised by District Engineers at the headquarters named:

State	District Offices
Pennsylvania	Baltimore, Md.
Alabama	Atlanta, Ga.
Texas	Denison, Texas.
Oregon	Portland, Oregon.
California	Sacramento, Calif.
Utah	Salt Lake City, Utah.
Virginia	Norfolk, Va.
Georgia	Atlanta, Ga.
Texas	San Antonio, Texas.
New York	Syracuse, N. Y.

The announcements on construction were made in accordance with a "statement of War Department policy," made public in February which was distributed to newspapers and the public. In accordance with the policy, the War Department will not furnish additional information from Washington, but data may be obtained from the district engineering offices which will serve as a guide to employment of trucking needs at the sites, it was explained.—Manning.

Truck Rationing Plan by OPA

An order extending from Feb. 11 to Feb. 28 the ban on sales of 1942 model light, medium, and heavy trucks and truck trailers was issued Feb. 11 by J. S. Knowlson, director of the Division of Industry Operations.

The order had earlier been extended from Feb. 2 to Feb. 11.

Exceptions for certain military and Government requirements are continued, and the order also continues the prohibition on retail sales, lease trade, loan, delivery, shipments, or transfer of any new

light, medium, or heavy truck or truck trailers.

The order constitutes amendments to Limitation Orders L-1-c and L-3-e.

The action, it is believed, is to permit the Office of Price Administration to work out a rationing plan for this type of motor trucks with the Office of Defense Transportation. The rationing plan, when announced, is expected to follow in most particulars, the tire rationing plan.

The truck rationing plan, when announced, will provide the answer to the following question which has been asked by industry: "What industries are stamped as essential when the question of ability to buy motor trucks in the medium and heavy-duty class come up?"

A spokesman for OPA stated in response to the above question that the rationing plan for trucks will provide a rating and describe conditions under which trucks may be bought by civilian industries.

Pending announcement of rationing plans for light, medium and heavy trucks, the extension of the present sales ban, issued as amendments to Limitation Orders L-1-c and L-3-e, prohibits the retail sale, lease, trade, loan, delivery, shipment or transfer of the trucks.

The restrictions do not apply to sales or deliveries by a distributor or dealer to another distributor or to another dealer not to persons exempted under Amendment 1 to the original "freeze" order including the Army and Navy and certain other persons.

The WPB announced, however, that some vehicles will be released on individual appeal by letter or telegram prior to the issuance of the rationing plan if both the purchaser and manufacturer or dealer certify that a particular vehicle has been constructed to specifications such as to make it not adaptable for any use other than that of the specific purchaser.

Several days later, the War Production Board acted to make certain that complete information on light, medium and heavy trucks and truck trailers is made available under inventory questionnaire sent by the Office of Price Administration to automotive manufacturers, dealers and finance companies.

Price Administrator Leon Henderson had called for data on passenger cars only. However, the questionnaire forms had been printed in such a manner that information also could be obtained on trucks and trailers.

The WPB, in Supplementary Limitation Order L-1-d, ordered manufacturers, dealers, distributors and finance companies to furnish all information on trucks and trailers called for by the designated forms, and to file it with OPA's Automobile Inventory Unit in New York City. Forms R-204 were sent by OPA to dealers, distributors and finance companies, while forms R-205 and R-207 are being sent to manufacturers.

Returned forms will be tabulated by OPA's Automotive Inventory Unit, and the data on trucks and truck trailers will be made available to WPB.

In another action affecting trucks, WPB altered the definition of light trucks as used in various preference rating or limitation orders so that it will dovetail with the definitions used for medium or heavy trucks. Heretofore, light trucks have been defined as having a rated capacity of less than 1½ tons, while a medium or heavy truck has been defined as having a maximum gross vehicle weight rating of 9,000 lbs. or more. Because certain trucks may not be covered by either of these definitions, light trucks will be defined in the future as those having a maximum gross vehicle weight rating of less than 9,000 lbs.—Manning.

Tire Rationing Designed to Release Whse. Stocks

Formalizing a practice that has been permitted under oral assent of the Office of Price Administration, Leon Henderson, administrator, has issued Amendment No. 7 to Order M-15-c which deals with tire rationing and rubber conservation, designed to protect warehousemen who have had tire stocks in storage.

The order became effective Feb. 16.

The original order, which went into effect Jan. 5, put certain restriction on the commercial transfer of new tires from one place to another, but the OPA raised no objection when an owner of tires who was not a retailer, distributor or wholesaler on Dec. 11 wished to transfer tires that were owned by him and were in his possession prior to Dec. 11, 1941, from one to another of his vehicles or from one place to another on his own premises. Restrictions on "transfer" were deemed not applicable in such cases, and the amendment

gives specific recognition to the exemption.

The amendment also narrows the restrictions applicable to warehousing, so that after Feb. 16 there was unhindered transfer to warehouses provided no change in ownership took place, although removal from warehouses remained subject to authorization by the OPA.

The text of Supplementary Order M-15-c, is as follows:

"(c) Prohibition on deliveries of new rubber tires, casings and tubes except to persons possessing certificates.

"(2) The prohibition set forth in subparagraph (1) of this paragraph (c) which include prohibitions against transfer of any legal or equitable right or interest in or to, or physical transfer of, any new rubber tire, casing or tube including the placing of such tire, casing or tube upon a wheel or rim shall not apply in the following cases:

"(1) Any person who on Dec. 11, 1941, was not a retailer, distributor, wholesaler or manufacturer, may transfer any new rubber tire, casing or tube which was owned and physically possessed by him prior to Dec. 11, 1941, including the placing of such tire, casing or tube upon the wheel or rim or any vehicle owned or operated by him, provided no change in ownership, possession or control occurs.

"(2) Any person may deliver, ship, or transfer new tires or tubes to a public warehouse for storage, provided there is no change in ownership, use, or control involved in this delivery, shipment, or transfer.

Any person operating a public warehouse may deliver any new tire, casing or tube stored in such public warehouse after Dec. 11, 1941, to the person who delivered such tire or tube for storage provided no such delivery may be made without first obtaining authorization for such delivery from the Office of Price Administration, Washington, D. C.

"But such prohibitions shall apply to prevent any person who on Dec. 11, 1941, or at any time thereafter was a retailer, distributor, wholesaler, or manufacturer, from mounting any new rubber tire, casing or tube upon any vehicle owned by him or otherwise subject to his control unless he holds a certificate issued by the Office of Price Administration, except a manufacturer may mount new tires, casings or tubes on a vehicle owned by him or otherwise subject to his control and used exclusively for testing purposes and not in connection with any other use. No provision of this paragraph (c) shall impose any liability upon any common carrier for the transportation in the regular course of its business of any new rubber tire, casing or tube not owned by such common carrier and shall not excuse any common carrier from its obligation to accept any goods for transportation."—Manning.

To Speed Spare Parts Production

Orders designed to facilitate production of spare parts for medium and heavy trucks, truck trailers and passenger carriers have been issued by J. S. Knowlson, acting director of priorities.

Under Limitation Order L-35, producers may make during the first quarter of this year 60 per

cent of the number of designated replacement parts sold by them for replacement purposes during the last half of 1941.

Under Limitation Preference Rating Order P-107, an A-3 rating is assigned to deliveries of materials going into the manufacture of these spare parts.

Medium and heavy trucks mean complete motor trucks or truck tractors weighing 9000 lbs. or more; truck trailers are those having a cargo-carrying-capacity of 5 tons or more; passenger carriers mean motor or electric coaches seating 15 or more persons. The definition of replacement parts is considerably enlarged over that contained in previous orders.

Under the limitation order, the director of priorities may alter the production restrictions from time to time to offset curtailments that may occur in some plants as the result of conversion of facilities to war work.

The A-3 preference rating may be applied by a producer or a supplier to obtain deliveries of materials necessary to produce the permitted number of spare parts. The rating cannot be applied if enough materials are already in inventories to meet the production quota and still leave a producer or supplier with a practicable working minimum inventory. It cannot be assigned to deliveries on purchase orders placed after March 1, nor on orders calling for deliveries after March 31.

Seeking to hasten conversion of the huge automotive industry to war work, the War Production Board followed upon on this action by permitting sharp acceleration in production of spare parts for light trucks to form a stock pile for future needs.

War demands for the skilled labor and machine tools heretofore employed in producing replacement parts make it necessary, while certain facilities still are available, to build up ample supplies within the next few months for essential requirements.

Producers may make during the first half of this year up to 150 percent of the number of each of the replacement parts sold by them for that purpose during the entire calendar year 1941.

An A-10 preference rating is made available to producers and suppliers to obtain materials going into the manufacture of spare parts. The rating can be applied only for materials for the following functional repair parts and components:

Engine, clutch, transmission, propeller shaft, axles, brakes, wheels, hubs, drums, starting apparatus, spring suspension, brackets and shackles; the exhaust, cooling, fuel, lubricating and electrical systems, including generators, lights, reflectors and batteries; and gages, speedometers,

motors, fuses, flares, directional signals, rear-view mirrors, windshield wipers, control mechanisms, steering apparatus, and driving gears.

The rating cannot be applied to deliveries of materials on purchase orders placed after June 1, nor on orders calling for delivery after June 30.—Manning.

Want Eastman on War Production Board

Eleven national highway users groups have joined forces in urging that the Director of the Office of Defense Transportation, Mr. Joseph B. Eastman, be made a member of the War Production Board, and that he be given "full powers to control all priorities, allocations and rationing affecting all motor vehicle transportation necessary in our united war effort."

Endorsers of the recommendation, transmitted to Director Donald M. Nelson, of the WPB, were: American National Livestock Assn.; American Trucking Associations, Inc.; Farmers' Educational and Cooperative Union of America; National Assn. of Motor Bus Operators; National Automobile Dealers' Assn.; National Council of Private Motor Truck Owners, Inc.; National Rural Letter Carriers' Assn.; National Sand & Gravel Assn., Inc.; Retailers' National Council; Rubber Manufacturers' Assn., and The National Grange.

Declaring that "transportation is as essential as production in our effort to achieve victory," the above organizations asserted that the Director of Defense Transportation must be given these powers in order to meet "the full requirements of wartime transportation."

The specific recommendations of the highway user groups are:

1. "That the Director of the Office of Defense Transportation immediately be made a member of the War Production Board, in order to make possible at all times adequate presentation of transportation problems as they relate to the parallel problems of production."

2. "That since the ultimate responsibility for assuring adequate transportation in the war emergency has been placed in the Office of Defense Transportation, all powers pertaining to priorities, allocations and rationing of motor vehicles, parts, tires and materials necessary in their manufacture, must be vested in the Office of Defense Transportation. This is vital for transportation in war production and for essential civilian use. Only in this way can the Director of Defense Transportation be assured of fulfilling his task of meeting the full requirements of wartime transportation."—Manning.

Discounts on Coal Purchases by Dock Operators

As a result of a hearing, Trial Examiner Charles O. Fowler has recommended that the Bituminous Coal Division of the Department of Interior adopt a more definite rule by which New England dock operators can ascertain which of

their coal resale transactions entitles them to purchase the coal from the producers at a discount from the minimum mine prices established under the bituminous coal stabilization law.

The dock operators contend that the present rule does not suit the conditions under which they customarily do business. They maintain that in operating under it not only are they risking possible Division compliance actions for violation of the Coal Act and rules and regulations, but they are forced to use pricing practices which cause dissatisfaction among customers.

The New England dock operators are authorized to accept a discount from minimum mine prices in purchasing coal which they resell in not less than railway carload lots. They may accept such a discount when the coal is delivered from their docks in transportation facilities holding less than an actual carload, provided that the delivery is maintained in "continuous flow" until not less than a carload lot has been received by the dock customer.

The dock operators contend that under the present rule they have no specific standard to measure either what is meant by "continuous flow" or how much coal constitutes a carload lot.

Examiner Fowler proposed that the Division change the rule to provide that 30 tons of coal be considered to be a "carload lot" when shipped from New England "Tidewater" docks east of Port Chester, N. Y. He also proposed that discounts be allowable in the purchase of coal which is delivered from such docks in vehicles holding less than 30 tons if the delivery is completed within 2 full business days after the day on which it is begun.

The petition asking that the rule be changed was filed by the New England Coal and Coke Co., Boston.—Manning.

Would Permit U.S. Trucks in Canada on Bond

Transit privileges for the operation of American trucks through Canada were sought by Commissioner Eastman, chairman of the I.C.C., and F. C. Horner, assistant to the chairman of General Motors Corp., New York, in speeches before the recent convention of the Canadian Motor Freight Carriers' Assn. in Toronto. Both advocated action by the Canadian Government to permit American motor trucks to transport property through Canada in bond. Mr. Horner pointed out that transit privileges have been granted American railroads but that repeated requests by American shippers and motor carriers for similar privileges have been rejected consistent-

ly. "I understand," Mr. Horner continued, "that the Province of Ontario is willing to open its East-to-West highway to this traffic, provided the United States carriers are responsible and will pay an equitable tax to the province for use of the highways."

"Use of this Northern route would effect a saving of 104 miles between Buffalo and Detroit, 210 miles between Buffalo and Port Huron, Mich., and even greater savings to more distant points in the Mid-West," Mr. Horner stated.

It is reported that the Canadian Government has denied requests that customs regulations be modified to enable U.S. trucks to travel over Ontario highways in serving points between Buffalo and Middle West.

5 Billions Invested in Refrigerated Equipment

Restrictions laid down by the priorities division of O.P.M. on procurement of required materials for manufacture and repair of domestic and commercial refrigeration and air-conditioning equipment drew an attack recently from Representative Carl Hinshaw, of California.

The congressman urged defense officials to issue an A-3 priority rating "for the purpose of replacement of obsolete equipment, expansion of existing systems to take care of increased food consumption, and the installation of systems for new food establishments required by the relocation of population due to defense."

He declared that O.P.M. in its enthusiasm for the job of turning out weapons, has lost sight in many instances, including the refrigeration industry, of some most important aspects of national defense.

Pointing out that there is now in operation throughout the country an estimated \$5,000,000,000 worth of domestic and commercial refrigeration equipment and an estimated \$400,000,000 worth of air conditioning, Representative Hinshaw urged that the industry be classified as vital to the defense of the country and be given an A-3 rating.

This equipment, he said, "is our basic means of preserving, transporting, processing, and merchandising the perishable foods of our country."

The O.P.M., he said, should give the necessary priority rating for the procurement of required materials for the following purposes:

Replacement of obsolete equipment; expansion of existing systems to take care of increased food consumption; and systems for new food establishments required by the relocation of population due to defense.—Manning.

FROM THE **LEGAL** VIEWPOINT

By Leo T. Parker, Legal Editor

Carrier May Collect on Legal Rate

LEGAL EDITOR, DandW: Recently we handled several pool cars shipped from the West to East. We collected the freight charges from the final pool car consignees based upon the original freight bill issued by the carrier. Later we have found that the carrier has sent us balance due charges on the contention that the original bill of lading was incorrect and, as we have no chance of making the collections from the consignees, we are left with the bag to hold. Have we any recourse?—Lehigh Warehouse Co.

Answer: The law is established that although a common carrier agrees positively to transport goods at a rate lower than the legal tariff, yet it can and must collect the valid and legal rate. In other words, as this is the established law, a contract between a shipper and a carrier is void by the terms of which the latter agrees to transport goods at a special rate. Now, again the United States Supreme Court has held that although the above is the law, yet a contract is valid by which a carrier agrees to hold a particular consignee liable for the freight charges. In view of this law, you are not liable for payment if your agreement with the carrier could be held to be that you are acting as agent for the consignees, or that the consignees are solely liable.

If it can be implied that the carrier intended for you to make the collections for it and that the consignees are liable for payment through you, and that you are thereby relieved from other payments, then, under these circumstances, you may avoid liability. However, as above mentioned, if the carrier merely agreed to transport the goods for a stated charge and later it was discovered that the agreed charge was invalid, then, under these conditions, the carrier may collect an additional amount to increase the freight charges to the legal amount. This is so if you were not, either expressly or impliedly, acting as a mere agent for the carrier. The fact that you acted as agent for the consignees is not important, except that you

can collect the balance due from them personally. For above law see Alton, 37 N. E. (2nd) 571; Chicago, 207 Ill. App.; Pere, 239 Ill. App. 139; and Louisville, 265 U. S. 59.

Mr. Parker answers legal questions on all subjects covered by DandW.

Send him your problems care of this magazine. There will be no charge to our subscribers for the service.

Publication of inquiries and Mr. Parker's replies gives worthwhile information to the industry generally.

Night Watchman Question—Business Interstate

LEGAL EDITOR, DandW: We have a night watchman for our warehouse, but he is supplied by a private firm which specializes in furnishing watchmen. Since we do interstate business, we want to know if we are responsible to report his services under Federal laws relating to minimum wages and Federal compensation.—Leslie Warehouse and Storage.

Answer: The latest higher court case on this subject of law is *Bowman v. Pace Company*, 119 Fed. (2nd) 858. The facts are that a company did a large wholesale interstate business. By its own trucks it hauled goods and also delivered goods directly to customers, about 15 per cent of its business being thus done across the State line. The office and warehouse were not kept open at night or on Saturday afternoons, Sundays or holidays. Another firm furnished watchman service to a number of plants and warehouses. It hired watchmen and the manager personally made night rounds to see that his men were on duty.

The above mentioned company contracted with the firm to supply a watchman named Bowman. Later the legal question was presented to the court, as follows: Is the com-

pany liable, under present interstate laws relating to minimum wages, Federal Compensation and the like, for services rendered by Bowman?

In holding the wholesaler not liable, the court said:

"We see no ground on which Bowman in respect of his wages can claim to be an employee of the company... If one has full direction over the conduct of his business done by another, it is just to hold him responsible to any person who has been injured by a misconduct of the business; but it does not follow at all that the liability for wages is thereby shifted."

Therefore, under the law established by this higher court, a warehouse company, or other which contracts with a firm to use the latter's employees, is not responsible for reports involving interstate commerce laws. This is so because under these circumstances the firm which renders services by supplying watchmen is an independent contractor who is personally responsible for its failure to properly report interstate services of its employees.

Rented Truck Damaged by Customer—Who Pays?

LEGAL EDITOR, DandW: Recently we rented a truck and driver to a customer at \$2.50 per hour. Through negligence of the customer, the truck was wrecked. Are we entitled to recover the cost of repairs from the customer?—Carson Transportation Co.

Answer: The leading higher court case involving this point of law is *Kennedy v. B. A. Gardoletto*, 27 N. E. (2nd) 957. The facts of this case are that certain equipment was rented by a bailor to a bailee who failed to use care to safeguard the equipment. The higher court promptly held the bailee liable in full damages to the bailor, and said:

"It is a general rule of bailments that the duties of the hirer are to return the bailed property in as good condition as it was in when received, necessary wear and tear excepted, unless injured without his fault, and to pay the agreed compensation. Limitations of these duties may be fixed by the terms of the contract, or by usage, but in the absence of an agreement, express or implied, they are a part of the contract of bailment."

In view of the law laid down by the higher court in this case, you are entitled to recover from your customer the full amount of dam-

ages you sustained as result of his negligence. However, certain established points of law must be kept in mind. For instance, in cases of this nature the evidence must disclose that the customer assumed full control over the driver. If you retained control, then you are responsible for negligence of the driver. Also, you are legally obligated to supply a driver known to be competent. If you supply one known to be incompetent from lack of experience; defective eyesight; excessive indulgence in alcoholic drinks; or otherwise a known unreliable motor vehicle driver, you are personally liable for damages resulting from such incompetency.

On the other hand, if the driver is competent and the customer controls the driver and has a right to direct him, then, under these circumstances, the customer solely is responsible for injuries to persons or property resulting from negligence of the driver.

This Month's Important Decisions

Driver Falls Asleep

VARIOUS higher courts have held that a motor vehicle driver who kills a person as a result of "gross negligence" may be convicted of the offense of manslaughter and sentenced to serve time in the penitentiary. Therefore, in many litigations the important question to decide by the courts is: What is gross negligence?

It is important to know that a recent higher court held that a driver is grossly negligent, when he operates a motor vehicle when knowing that he requires sleep.

For illustration, in Johnson v. State, Florida, 4 So. (2nd) 671, the driver of a transport motor truck was convicted by a lower court of the crime of manslaughter committed by the negligent operating of an automobile on a public highway in Florida.

The court record shows that while he was driving a truck at a speed of between 40 and 50 m.p.h., and while he was in a state of stupor from loss of sleep, he so drove the truck that it left the highway and killed a pedestrian.

The driver appealed to the higher court which, however, in view of the testimony, upheld the conviction and sentence of the lower court saying:

"He knew he was in no condition to operate a motor vehicle and he knew that by operating such vehicle in such place while he was in such condition he thereby endangered the lives of all people traveling on such highway. When the accused assumed to do this he was guilty of criminal

negligence and cannot escape the responsibility by averring that he fell asleep and did not realize that he had hit and killed an unfortunate human being who was entirely without fault."

Driver Fails to Signal

GENERALLY speaking, the higher courts have held truck drivers negligent who fail to signal intentions of starting the truck backward or forward. Moreover, the fact that a person, who subsequently is injured, observed the driver enter the vehicle does not result in the law of contributory negligence being applicable.

For example, in Richey v. Swink, 4 So. (2nd) 749, it was disclosed that a person was seriously injured when a truck driver started his truck forward without giving warning or signal. In holding the owner of the truck liable, the court said:

"It is conclusive that it was the rule and custom that a signal of some kind be given the truck driver before he was warranted in driving the truck forward after a pile of pipe had been loaded thereon. Without it, accidents would have been common. . . . We do not agree with the contention that plaintiff was also negligent simply because he saw the driver reenter the cab for the purpose of starting the truck. He had the right to assume that the driver would observe the custom and not start the truck until signaled so to do."

Carrier Liable

WHEN a carrier issues a bill of lading knowing the location of the goods to be transported, it becomes liable in event of loss or damage to the goods. Moreover, if a carrier for its own convenience and the convenience of its customers, is in the habit of issuing bills of lading for goods delivered to the shipper's agent and the merchandise is destroyed by fire while in the hands of the agent, the carrier is liable for the value of the goods so destroyed.

For instance, in Texas & N. O. R. Co. v. J. Kahn & Co., Texas, 156 S. W. (2nd) 292, it was shown that merchandise was destroyed by fire while on a platform before being accepted for transportation by a common carrier. The carrier contends there was no liability on its part because the goods had not been delivered to it so as to render it liable as a common carrier. It contended that the merchandise was in possession of the shipper at the time it was destroyed by fire. However, since the carrier had issued its bills of lading to an agent of the shipper, the higher court held the carrier liable for loss of the goods, and said:

"We think that, under the custom, the issuance of the bill of lading with full knowledge of the facts was tantamount to a delivery to and acceptance by the carrier and it thereby became liable as an insurer, although the shipment was thereafter destroyed before coming into its actual possession."

Who Is Interstate Employee

FREQUENTLY, it is important to determine whether an employee is legally controlled by laws of interstate commerce.

For employees engaged in interstate commerce, the laws fix the minimum hours per week at 42 hrs., and the minimum wage per hour at 30 cents; and for overtime work the wage is fixed at one and one half times the minimum wage, or 45 cents per hour.

For illustration, in S. H. Robinson & Co., Inc., v. Larue, Tennessee, 156 S. W. (2nd) 359, it was shown that a person operated a place of storage where merchandise was deposited and graded in preparation for reshipment. Some of the shipments were interstate and some intrastate. The important legal question presented the court was: Is this business interstate or intrastate. With respect to a watchman employed to keep up fires, the court said:

"Some of the shipments were interstate and some were intrastate, but the character of the product collected and sold was such that its use was primarily for munitions of war. . . . Where a night watchman has to perform other duties, such as keeping up steam in the engine boilers, he is classified as an employee engaged in interstate commerce."

Workmen's Compensation Insurance Rates

GENERALLY speaking, rates whether insurance, freight, or the like, must be paid in strict accordance with State laws, or a commission authorized by State statutes to establish valid rates. For illustration, a contract is void by the terms of which a carrier agrees to transport freight at rates less than the legal tariff. Moreover, contract rates for gas, electricity and water are void which do not conform with valid laws. And insurance companies must charge the employers the premiums specified by law for employees' compensation insurance.

For example, in Employers' Liability v. Arthur Morgan Trucking Co., Missouri, 156 S. W. (2nd) 8, legal controversy arose between an insurance company and a motor trucking company. The controversy was over the question of the proper premium rates to be applied to the wages paid truckmen for services rendered in Missouri and Illinois. The question was whether an insurance company may give lower rates than directly or indirectly specified by State laws and be penalized therefor. This court held:

"The primary purpose of the statute is to require the payment of uniform premium rates for corresponding risks and liabilities, and that purpose is not accomplished by merely penalizing the insurance carrier which has undertaken to issue insurance at less than the lawful rate, while at the same

time permitting the particular employee to profit by the insurance of his liability at a cheaper rate than was paid by his competitors whose operations fell within the same general classification."

Uncertain Tax Law

IT is well known that all States are always materially interested in aiding and fostering the economic stability of their own industries. This result may be attained by taxation laws which are reasonable and non-discriminatory. Moreover, any and all laws of this nature are valid if the same are sufficiently clear and the court may ascertain, from reference to the law, the intended meaning of the lawmaking body which enacted the law.

However, it is well to explain that a court will not add to nor deduct from the wording of a law, when interpreting it. While it endeavors to render its decision in accordance with the original meaning intended by the legislature, yet the exact wording must stand for itself. This is so because there is no method or plan by which a court may request a lawmaking body to explain its intended meaning, and if a court should revise the formulated law it would be, in legal effect, making the law.

The latest higher court on this subject is *Ajax Distributors, 22 Atl. (2nd) 838*, Delaware, in which a State law was construed which provided that if another State put into effect a high tax on goods shipped and stored therein, all goods shipped from this State would be subject to the same high rate of taxation. This is an unusual law. However, since the meaning of the legislature was apparent, the court held the law valid and effective.

Law of Debt Limitation

ONE law in which all warehousemen, particularly, should be interested is limitation of debt payments. All State legislatures have enacted laws which limit the time a debt is "live" or collectible. After the expiration of this period, the debt is "outlawed" and the creditor never can collect it. The time period varies in different States. For an obligation assumed under a written instrument the time limit is from 9 to 20 yrs., and for one contracted verbally the limit is from 3 to 8 yrs.

With respect to this type of law, usually known as the "Statute of Limitations", a recent higher court rendered an important decision. And presently, the law is established that regardless of the period provided by laws, in which a debt is "outlawed", a debt may be automatically

renewed if the debtor agrees to revive the debt, or if he makes any payment on the debt before the time limit has expired. In other words, if, for example, a debt will be outlawed in a few days and the creditor induces the debtor to make a small payment this debt is renewed. See *Little, 17 S. E. (2d) 503*, North Carolina, in which case a North Carolina State law provides that verbal obligations, as debts on open account, are "outlawed" after a period of 3 yrs. In other words, after expiration of 3 yrs. from the date a verbal obligation is assumed the creditor must cancel the debt.

A person, who contracted a debt amounting to \$185 in 1937, made a \$5 payment in 1940. However, he refused to make other payments and the creditor filed suit. Since the debtor had made a small payment on the account in 1940 the higher court held that the 3-yr. limitation period was revived from 1937, when the debt was originally contracted, to 1940, the time a partial payment had been made. This court said:

"Each payment made on the account stopped the running of the statute of limitations against all prior items then within date, and the payment made in November, 1938 — the first payment made after the last delivery — fixed a new terminus a quo for the beginning of the running of the statute of limitations as to all items of the account which had been kept in date by payments theretofore made. So a partial payment, though the evidence need not be in writing, being an act and not a mere declaration, revives the liability because it is deemed a recognition of it and an assumption anew of the balance due."

Therefore, it is quite apparent that either a warehouseman, or a seller, or other creditor, may avoid forfeiting his right to sue and recover payment on an "outlawed" debt if he may induce the debtor to make a small payment on the account before the Statute of Limitation has taken effect. Although the debt amounts to hundreds of dollars, yet a payment of only a few cents will automatically revive the debt and the Statute of Limitations again begins to run from the date of this small payment. For example, assume that a debt amounts to \$500, and time period of the Statute of Limitations is 10 yrs. If at any time before the expiration of the 10-yr. period the debtor is induced to make a small payment on the account, the 10-yr. period will run from the date this payment was made. By this plan the period of an otherwise "outlawed" debt may be indefinitely extended.

Duty of Common Carrier

VARIOUS higher courts have held that the duty of a common carrier is to furnish reasonable protective service and carrier is

not liable for any loss or damage that may occur because of the acts of the shipper, or because the directions of the shipper were incomplete, inadequate or ill-conceived.

For illustration, in *Missouri Co. v. H. Rouw Co., Arkansas, 155 S. W. (2nd) 693*, a shipper of strawberries sued a common carrier to recover damages and contended that the carrier allowed and permitted the strawberries to become wet, rotten, nested, moulded, and otherwise deteriorated, thereby depreciating and deteriorating the value thereof, all to his damage in the sum of \$426.

During the trial the carrier proved that the cups of strawberries were filled too full and the berries were thereby smashed and damaged to some extent. There was also evidence that some of the berries were damaged from diseases inherent in strawberries. Therefore, the higher court held the carrier not liable, and said:

"The carrier, of course, would not be responsible for these conditions. We fail to find from substantial evidence that the damaged condition of the strawberries in question was brought about or aggravated by any negligence on the part of the carrier."

Permit Not Required

IT is well established law that if a seller transacts intrastate business in a State which requires all sellers to obtain permits to "do business," the seller who has failed to comply with this law cannot file suit against the purchaser to recover the agreed sale price of the merchandise. However, if the transaction is interstate, the situation is different, and the seller need not obtain a permit.

For illustration, in *Taormina Corp. v. International Co., Texas, 154 S. W. (2nd) 949*, it was disclosed that a Texas corporation ordered goods from a foreign corporation and goods were shipped from Tennessee to Texas. The Tennessee corporation had not obtained a permit, in accordance with the Texas laws, to "do business" in Texas and the purchaser argued that the seller could not sue to recover the purchaser price.

However, since the goods were shipped directly from Tennessee to Texas the transaction was interstate and, therefore, the seller was not legally required to obtain a Texas permit. The court said:

"In our opinion there is no merit in the contention of the defendant (purchaser) that plaintiff (seller) had no right to maintain this action without having a permit to do business in Texas. These goods were ordered in Texas and shipped from Tennessee. The transaction constituted interstate commerce, and no permit was required."

Motor TRANSPORTATION

Department of Justice Sets Policy in Applying Antitrust Laws to Common Carriers

THE Department of Justice has announced a policy to be followed in applying the antitrust laws to the activities of common carriers during the war emergency.

The policy was outlined in an exchange of letters between Attorney General Francis Biddle, and Director of the Office of Defense Transportation, Joseph B. Eastman.

Commenting on the establishment of the policy, Mr. Biddle said:

"The war effort will require joint action among carriers and the cooperation of every form of transportation service on railroads, public highways and public waterways. To secure maximum efficiency in coordinating the activities of private management in the war effort, the President has given to Mr. Eastman, as director of the Office of Defense Transportation, power under government authority to approve and direct any arrangement between carriers necessary to obtain the best use of all transportation facilities.

"It is important, however, that the necessity for cooperation and joint action among carriers not be used as a cloak under which private groups may secure permanent control over competition in the transportation field. The war emergency should not be the occasion to re-establish the transportation controls which have created hardships upon farmers and small businesses prior to the development of motor and water carrier transportation.

"Necessary arrangements for pooling and cooperation between carriers for the war effort must be so directed and controlled that they will not end in permanent mergers and consolidations. Otherwise, the public will lose the great competitive advantage of the highways and waterways built at public expense.

"It is for that reason that Mr. Eastman has sought to establish a liaison between the Antitrust Division of the Department of Justice and his own office. The assistance of the Antitrust Division will be directed solely against the acquisition of power by private

groups which go beyond the jurisdiction or the intention of the Office of Defense Transportation. It will seek to aid that office in removing any present restrictions on transportation services which prevent the free flow of traffic. It will seek to cooperate with that office in the long-view policy established by Congress of maintaining effective competition in the field of national transportation."

In a communication to the Attorney General on Feb. 8, Mr. Eastman stated that, ultimately, control of carriers by the Federal Government may become necessary, "but this is something to be avoided if at all possible, and certainly should not occur if future transportation performance continues to be as efficient as in the past."

He also called attention to apprehension upon the part of carriers that cooperative action, taken at the request of or as directed by the Office of Defense Transportation, might subject them to the penalties of the antitrust laws, and requested close liaison for the handling of the situation.

Mr. Eastman selected Jack Garrett Scott, former chief attorney of the Bureau of Motor Carriers, and designated as general counsel of the ODT, to assist in the liaison arrangement for formulation of the policy.

The following is a portion of the text of Attorney General Biddle's letter to Mr. Eastman under date of Feb. 12 which, in effect, is a restatement of the Department's policy:

"The maximum utilization of the domestic transportation facilities of the Nation in the prosecution of the war will doubtless require cooperative or joint effort among carriers involving services, routing, diversions, embargoes, and the like. Some of these acts if accomplished by private contract or arrangement between carriers would probably constitute violations of the antitrust laws. On the other hand, such acts performed by carriers under the direction of public authority during the present emergency, and designed to promote the public interest and not to achieve private ends, do not constitute violations of the antitrust laws.

"Meetings of carriers with the Office of Defense Transportation or their representatives are not illegal. Transportation committees may be formed at the request of the Office of Defense Transportation to study and develop plans for the coordination and most effective use of existing domestic transportation facilities for the prosecution of the war. I cannot at the present time foresee any objection to

designation of existing carrier associations for these purposes by the Office of Defense Transportation in view of your statement that national and regional associations already established by the carriers of various types are contributing to the successful performance of currently abnormal transportation burdens. There will be nothing unlawful in the industry cooperating in the selection of its representatives or in selecting members for committees, or in the activities of such committees, or in the activities of designated carrier associations, provided they are kept within the scope of this letter.

"Questions as to whether there is need for such committees or for the utilization of the services and facilities of existing carrier associations, and if so, how they shall be chosen, constituted or designated, shall be the sole responsibility of the office of Defense Transportation. This Department will not participate in these decisions beyond the suggestion now made that any such committees or associations should be generally representative of the type of transportation involved and satisfactory to the Office of Defense Transportation.

"Transportation committees or associations shall confine themselves to collecting and analyzing information, studying and developing plans for the coordination and most effective use of existing domestic transportation facilities for the prosecution of the war and making recommendations thereon to the Office of Defense Transportation. They shall not undertake to determine policies in regard thereto for the transportation industry, nor shall they attempt to compel or to coerce anyone to comply with any request or order made by public authority. All requests for action on the part of carriers shall be made by the Office of Defense Transportation and not by a transportation committee or association. That is to say, the function of determining what steps shall be taken in the public interest should in each case be exercised by the public authority which may seek the individual or collective advice of the carriers or their representatives. But the determination should not be made by the carriers themselves or by their representatives, committees or associations. Requests for cooperative or joint action in the transportation field shall be made only after the general character of the action has been made and cleared by the Department of Justice. If the general plan is approved, thereafter each request for specific action in carrying out such plan shall be made in writing and shall be approved by the office of the General Counsel of the Office of Defense Transportation, but need not be submitted to the Department of Justice. In the case of any change in the personnel of such offices or if serious practical difficulties arise, this latter arrangement may be revoked upon notice from me.

"Acts done in compliance with the specific requests or directives made by the Office of Defense Transportation and approved by its General Counsel in accordance with the procedure described in this letter will not be viewed by the Department of Justice as constituting a violation of the antitrust laws and no prosecutions shall be instituted for acts performed in good faith and within the fair interpretation of instructions given by the Office of Defense Transportation pursuant to this procedure.

"In the case of all plans or procedure, however, the Department reserves complete freedom to institute civil actions to enjoin the continuing of acts or practices found not to be in the public interest and persisted in after notice to desist.

"Undoubtedly need will arise for the

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exercise of some measure of discretion by the carriers to comply with and carry out your orders and directives or to further a cooperative effort that you may approve. While it is, of course, impossible to anticipate all plans involving the exercise of discretion by carriers which the Office of Defense Transportation may desire to undertake in the future, you may be assured that the policy stated in this letter does not preclude approval by the Department of such plans in appropriate cases."

Manning.

N. Y. Export Terminal for Trucking

For the purpose of expediting the delivery of less-truck-load export shipments to steamship lines in the Port of New York, the Gateway Terminal Co., a new corporation with headquarters at 577 Greenwich St., New York City, announced the inauguration of an export terminal and consolidated trucking service, effective March 2.

Since union terminal facilities proposed by the Port of New York Authority could not be expected to be ready for nearly a year at the earliest, the new service was welcomed as an immediate step toward relief from the growing congestion of motor trucks at local steamship piers.

Associated as stockholders in the new corporation are William H. Heckman, general manager, Hudson Motor Freight Service; Leon St. Jean, vice-president, Sommers Motor Lines; D. L. Sutherland,

president, Middle Atlantic Transportation Co., and A. D. Boone, president, Gulf Carloading Co.

Boone, who is serving as manager director, emphasized that the new enterprise has no direct connection with the Port Authority's proposal to build a \$2,000,000 union terminal in the lower West Side of Manhattan and should by no means be regarded as intended to obviate the need for the latter project as far as the export situation is concerned. Rather, he explained, the currently available terminal facilities of Gateway will be operated more or less as a temporary expedient until the proposed Port Authority union terminal is completed, after which Gateway would rent space in the new terminal and continue to operate its export services through use of the more modern facilities.

"This venture," Boone announced, "will be initiated through 2 terminals, one of which is located at 577 Greenwich St., New York City, and the other at the foot of Dock St., Brooklyn. Arrangements have been made to open a 2nd terminal in Manhattan and one in Jersey City, when and if the initial facilities become taxed to capacity."

The following services will be made available:

"1—Acceptance of export shipments at

either Gateway terminal and the issuance of memorandum receipts.

"2—Holding of shipments pending preparation of clearance papers or until cargo space is available.

"3—Cooperation with export brokers, truckmen, shippers and steamship lines in booking cargo space.

"4—Ultimate delivery of shipments to steamship lines and the return of signed dock receipts, as directed.

"For the services outlined above, including labor in and out, holding shipments for free storage periods now provided in governing tariffs of the originating carrier, supervision and ultimate delivery to steamship lines, we propose a charge of 20 cents per 100 lbs., minimum 75 cents per shipment.

"Upon proper request, we will pick up shipments at the originating carriers Manhattan terminal for a charge of 5 cents per 100 lbs., minimum 50 cents per shipment, in addition to the above rate.

"When shipments are held in excess of the applicable free storage period, Gateway will assess storage charges provided in the governing tariff of the originating carrier.

"Gateway charges do not include marine insurance or war risk insurance.

"By prior arrangement with steamship lines, we propose to deliver consolidated truck loads to the various piers at times most convenient to all concerned. If the

anticipated tonnage volume materializes, we expect to be able to materially reduce the per hundred-weight charges as set forth herein.—*Jones.*

Allied Van Pool Plan Outlined

Allied Van Lines, Inc., last month sought I.C.C. approval of a pooling plan which would give Allied direct control over the interstate operating rights and equipment of 333 of the member lines. At the same time, it was announced that supplements to the application would be filed later to bring additional member lines into the new organization. Under agreements, between A.V.L. and the carriers, the latter's operating rights would be pooled under A.V.L.'s control for a 25-yr. period. Any member line would withdraw or be expelled on 90 days' notice and all its operating rights, business and traffic then would revert to it. Likewise, all equipment would be under the direct control and management of A.V.L. and either would be owned or leased by A.V.L. from the present owners. Earnings or losses of A.V.L. would be distributed among the pooling carriers according to the percentage that traffic booked by each carrier bears to the total gross revenue received by A.V.L. from all pooled traffic.

If the pooling plan is approved by the I.C.C., virtually all points in the country would be covered in the operating rights given A.V.L.

Operations under the pooling plan would be conducted by A.V.L. for its own account as a motor common carrier in intercity interstate commerce. The member carriers themselves would continue to conduct intracity and intrastate operations. A.V.L. would publish all tariffs or schedules of rates in its own name, although at its option the pooling carriers could be shown as participating carriers. It would issue bills of lading and all charges would be collected by or for it. All contracts relating to the business would be made by A.V.L. in its own name.

Threat of Strike No Excuse to Halt Service

The I.C.C. has condemned as unlawful refusal of a group of motor common carriers employing union labor to interchange freight with non-union carriers solely because the unions threatened to call a strike. The Commission ruled that since the carriers' tariffs provided for interchange, the threat of a strike was not a valid excuse for discontinuance of a service the carriers were obliged to render the public. The I.C.C. decision over-

ruled a contention of the union that the Commission had no authority to require interchange of freight between union and non-union carriers, regardless of tariff provisions.

The Baltimore Transfer Co., Baltimore; Brooks Transportation Co., Inc., Richmond, Va.; Capitol Motor Lines, Inc., Baltimore; Cochrane Transportation Co., Richmond; and East Coast Freight Lines, Richmond, were ordered to cease the practice of refusing such interchange shipments by March 9.

* The complaint (No. MC-C-223) was filed by Planters Nut & Chocolate Co., Suffolk, Va.; Tubize Chatillon Corp., New York; Roanoke Public Warehouse, Roanoke, Va.; Maid Bess Garment Co., Salem, Va.; Craddock-Terry Co., Lynchburg, Va., and Elizabeth City Hosiery Mills, Elizabeth City, N. C.

Package Deliveries for Chains Called Illegal

The Law and Enforcement Section of the Bureau of Motor Carriers charges that contract arrangements between 51 motor common carriers and Chain Deliveries Express of New York City resulted in violation of several provisions of the Federal law, including those prohibiting rate concessions and discrimination. Chain Deliveries was organized in 1933 to receive and forward small packages of the F. W. Woolworth Co., which formerly were sent by U. S. Parcel Post. The 51 motor carriers involved in the I.C.C. investigation work under a written contract with Chain Deliveries which is designated as an "Express Operations Agreement."

Pointing out that the agreement between Chain Deliveries and the carriers provides that the latter are not required to issue a bill of lading to Chain Deliveries, the brief stated:

"Inasmuch as the status of Chain is that of a shipper, the motor carrier is obligated under Section 219 to issue a bill of lading or a receipt to Chain upon receipt of property for transportation in interstate or foreign commerce."

"The freight or expense bills issued by the motor carriers to Chain do not contain a 'description of the articles' and thus fail to comply with the Commission's order of Nov. 25, 1936, specifying the contents of bills of lading and receipts, freight bills and expense bills."

Records Established in Capital Move

Before the Government is finished in its movement of the various departments out of Washington, D. C., to Richmond, Va., New York City and other points, new records will undoubtedly be established. The first agency to be moved was the Patent Office. On

Jan. 31, Allied Van Lines and 2 of its member carriers in Richmond, 110 miles away, began the move. While the move was spread out over 14 days because of remodeling work at the Richmond office, the carriers actually worked only 8 days—3 full days and 8 days part time. Figures on this job reveal that a total of 1,973,250 lbs. were moved in 123 separate van loads.

The job of transferring the Wage-Hour Div. to New York, carried on also by Allied Van Lines, also went without a hitch. Loading began Feb. 14 and was finished Feb. 15 at 7 a.m., Feb. 16, every desk and file cabinet was in its proper place in the New York office. Not a single employee lost a minute's working time. This move involved 43 loads, or about 500,000 lbs.

Union Truck Terminal Urged for N. Y. City

The Port of New York Authority has proposed a \$2,000,000 union motor truck terminal in order to eliminate what is claimed to be uneconomical part-load trucking and other inefficiencies. A public hearing was scheduled for Feb. 24 to discuss location of the terminal in the lower part of Manhattan, with the possibility of additional stations in other boroughs and in Northern New Jersey. Long-distance truckers would go immediately to this proposed terminal, unload there and thus be released quickly for the return trip. Local delivery trucks would make redistribution of such cargo possible under a system employing consolidated freight zones, particularly designed to eliminate partially loaded trucks at steamship piers and other points.

New York City on an average day receives 30,000 tons by motor truck; a similar tonnage leaves the city daily. In Manhattan, the truck tonnage exceeds that by rail. Trucking today is conducted at nearly 200 small scattered terminals, resulting in street congestion, inefficiency and rising costs. The union terminal is expected to be a solution to this problem.

N. Y. Truck Depot Wins Support

The \$2,000,000 union terminal in lower Manhattan, planned to handle the large and increasing volume of motor truck freight that moves into and out of New York City, received considerable support from various civic bodies at a hearing held on Feb. 24 before the Port of New York Authority. General endorsement of the plan was given by most of the 60 spokesmen for the Federal and municipal govern-

ments and the representatives of trucking and industrial concerns and the Regional Plan Assn., Inc., which attended the hearings.

Surveys made last year showed that nearly 800,000 tons of freight were handled monthly at steamship piers by motor trucks. It was also estimated that there are at least 174 separate motor freight terminals in Manhattan and that 10,000 trucks of long-distance types enter and leave the city daily.

The contemplated terminal, according to preliminary engineering plans, would occupy about 75,000 sq. ft. of ground space. The first and 2nd floors would be used for handling freight and the 3rd and 4th floors would be given over to offices. Plans call for 74 truck "back-up" spaces at the ground floor freight platform and 70 more such spaces on the 2nd floor.

The terminal operation either would be in the hands of the Port Authority or a terminal operating company in which the Authority would be represented.

Those attending the hearing were asked to file briefs by March 15.

Ky. Senate Sets 14-Ton Limit

Further progress in the trend toward removal of State legislative bottlenecks impeding defense highway transportation was marked Feb. 9, when the Kentucky Senate passed a bill increasing the gross load limit on trucks from the present 18,000 lbs. to 28,000 on Kentucky roads designed by the State highway commissioner as "emergency" highways for the duration of the war.

Previously approved by the House in an 84 to 1 vote, the measure also authorizes increasing the length of semi-trailers from 30 to 34 ft. on emergency highways. It does not affect the present 26½-ft. limit on single trucks.

The bill contained an emergency clause to make it effective immediately upon the signature of Governor Kenn Johnson, who had urged the enactment of such legislation in his message at the opening of the 1942 session.

State Highway Commissioner J. Lyter Donaldson announced that the increased truck load limits would apply "generally to the heavily-traveled U. S.-marked highways, except in such instances where they could not stand the additional weight."

Donaldson said he would ask highway engineers for a report on probable highways to be designated as "emergency" roads, adding that until such reports are received and studied, no specific routes could be named.

Lack of opposition which characterized passage of the bill was regarded by observers as significant of the changed attitude on truck barrier legislation. Attempts to liberalize the State's truck restrictions had been rejected at the 1940 session. During the past year, the State highway department has issued special permits to allow transportation of defense shipments and perishable products in lots weighing up to 32,000 lbs. over Kentucky roads.—*Jones*.

Governor Johnson on Feb. 14 signed the bill that raises the Kentucky gross trucking weight limit from 18,000 to 28,000 lbs. An emergency clause was included in the bill. On tractor-trailer outfits permissible length limits have been increased from 30 to 33 ft., but 26½ ft. continues as the maximum for regular trucks. A survey will be conducted to indicate which roads can stand the increased limits and which will be used. The emergency roads will probably be the Federal and U. S. highways.

Trucking on Sunday

Legal in Mass.

Sunday truck transportation of defense supplies in Massachusetts was legalized Feb. 25 in an executive order by Governor Saltonstall to insure "expeditious and orderly movement of supplies, materials and foodstuffs" related to the "prosecution of the war."

The order authorized the State Public Utilities Department to issue permits for Sunday transportation on application of the trucker. The permits were to be issued for not more than 4 mos., subject to revocation by the department at any time.

Prior to issuance of the executive order, operators were required to obtain permission for Sunday operations in Massachusetts from individual cities and towns.—*Jones*.

N. Y. C. Compensating Tax Opposed by Truckers

Efforts of New York City tax officials to impose their municipal compensating use tax upon interstate motor carriers are being strongly opposed by the Highway Transport Association, which through its counsel, Nathan E. Zelby, has filed a comprehensive brief outlining 6 principal grounds upon which it contends such an application of the levy is unenforceable.

Companies with terminals in New York City, under the stand taken by the city tax officials, would have to pay a compensating use tax of 2 per cent of the purchase price of their trucks entering the city, even though their prin-

pal places of business are maintained in other States and the trucks were purchased elsewhere. Since the municipal tax ordinance became effective July 7, 1939, all trucks purchased since then would be affected.

Regarding the issue as a threat to trucking operations throughout the entire country as well as in New York City, the association points out that if New York succeeds in imposing such a levy on interstate motor carriers, there probably would follow a flood of similar moves by other cities and States with a resultant intolerable burden.—*Jones*.

Pac. Coast Transport Plan Progresses

The Pacific Coast's truck pool, known officially as the Civilian Motor Transport Plan, now has its permanent dispatching office managers. These are: T. G. Differding, Division of Investigation Chief for the California Railroad Commission—named by John L. Rogers to head the San Francisco office; for Los Angeles, E. T. Longenecker, I.C.C. supervisor, Motor Carriers Division; Seattle, C. L. Finger, secretary - manager, Washington Motor Transport Assn., named acting manager; Portland, Tom E. Shea, secretary-manager, Oregon Motor Transport Assn.

In Arizona, there is an interesting set-up. Robert Apitz, secretary-manager, Arizona Motor Transport Assn., has been given a commission as colonel by the State Civilian Defense Coordinating Council, with instructions to command the Arizona Motor Transport Corps, now being organized in that State under a complete military set-up. Lt.-Colonel of the Corps is Earl K. Cone. Directing motorized battalions throughout the State as required by the Army will be majors, specially appointed to the work. At present, the truck groups in Arizona are busy registering trucks and buses.—*Gidlow*.

Big Problem for W. Coast Truckers

The trucking industry of California is being faced right now with some of the most difficult problems of its history, according to Roy Thompson, secretary-manager, California Truck Owners' Assn. It has the double obligation of serving increased transportation needs of agriculture and at the same time being prepared for the demands of the Army and Navy. Already, trucking leaders claim, a serious problem is arising in connection with shortages of tires and repair parts. Operating in a combat zone as California and

other Pacific Coast trucking organizations are doing, it is essential that every piece of equipment available be kept in repairs and rubber, ready for operation. Yet many operators are already seriously feeling the pinch on rubber and repair parts and having to tie up much-needed equipment.

"Because we are in the combat zone," Thompson told *DandW*, "we are likely to have to meet more and increased emergency demands of the Army and Navy. In addition to this consideration, there is another that we cannot postpone preparation for. The Federal Government has asked farmers to produce in greater quantities than ever before. In California (and large parts of other Western Agricultural States) the only way to move produce from ranch to cannery, railhead or warehouse is by truck. The problem will be particularly acute in our State because of the tremendous tonnage of dried fruit (to take only one commodity). When the new crops start to ripen around July 1, we shall have to find means of moving 300,000 tons of raisins, 225,000 tons of prunes, a huge tonnage of wine grapes and grapes used in making brandy and essential alcohol. A larger pack of peaches can be anticipated this year—probably some 15,000,000 cases instead of the normal pack of 13,000,000. The Farm Bureau is asking the farmers to produce between 30-40% more tomatoes for canning this year than in the past. The packing is concentrated in a short space of time. Early in July we start to get into the heavy volume, and the season runs through to the latter part of October. Even under normal conditions this season calls out all available equipment adapted to the handling of these commodities. There is, of course, other equipment that could be used, but it would be uneconomical. So far, I have mentioned only the movement of crops to canneries. During the same approximate season we shall also have to move grain. We have a 150,000-ton rice crop to consider. All of these crops must move to cannery, railhead or warehouse in trucks. There is absolutely no other means of getting them out of the fields. Then there are the pear and the apple crops. All these commodities will be in great demand. None of them wait on priorities or anything else. They are perishable and must be moved when they are ripe."

"Even under present conditions, we believe we can handle the situation—if we can get the repair parts and the tires. Ordinarily, operators would be making replacements as equipment becomes old or uneconomical to operate. As things are, such older equipment must be kept up. The greatest need of our operators right now falls into two classifications: (1) tires; (2) gears. The tire problem is becoming acute, and more acute as every day goes by."

There is greatly increased coastal movements at present, substantial movements for the Army and the Navy; and considerable emergency hauling that must be done at short order and in a hurry.

The whole problem is being worked on by trucking industry leaders, and insofar as it may not be solved by the time the annual convention of the association comes round, will be acted on at that time. The convention date for the California group has been set for March 12-13-14, and will be held in Oakland. Truck owners from all over the State are expected to convene then. "A major subject of discussion, in addition to the

problem of equipment maintenance, will be truck transportation in relation to the war, and how our industry may best operate to be of maximum usefulness to the armed forces," Thompson says. Priority board speakers will be sought to address the convention, among others, and Army officials will be invited.

The mobilization of the California and other Pacific Coast trucking industry operators for support of the Nation's war effort, materializing in a trucking pool (described in the past issues of *DandW*), is now under the supervision of Commissioner J. L. Rogers, at present in Washington. Rogers has called for the names of 3 possible coast leaders to supervise the pool operations.

The "Western Plan" is regarded as the first "military transportation pool" in the history of the industry. Trucking leaders are enthusiastic over the plan and one estimates that up to 400 trucking units a day have been supplied through the pool on demand. Full operation of the Plan awaits, however, on certain actions and decisions now being considered at the Nation's capital, also on the appointment of a working head. Roy B. Thompson, appointed to serve in a temporary capacity, no longer heads the executive committee.—*Gidlow*.

15-18% Wage Boost Granted in Calif.

The Truck Owners Assn. of California has concluded a new contract with the unions, to run for one year, giving the men from 15-18% higher wages. The signing of the contract ended a tense period for the industry, with widespread threats of strike action, a new "slow-down" technique of drivers on highways, quickie strikes and strikes against individual operators not in a position to fight such action very well. Before the situation could be harmonized, it was necessary to call in a Federal conciliator.

In the adjustment that followed the lengthy discussions, the men won, in addition to the wage increases, vacations with pay. The 15-18% increase in pay gives a scale running from \$1 an hour on shortline operations to \$1.13½ cents an hour on longtime operations. On the longtime, or schedule runs, the men may, if the alternative produces a higher scale, have wages computed on a 4-cent-a-mile basis. The vacation clause allows one day's vacation with pay for every 320 hrs. of work completed, vacations to start May 15. The amount of time allowed will depend on the number of hours worked during the previous 12 mos.

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Roy Thompson, secretary-manager of the Truck Owners' Assn. of California who was close to the negotiations, says the vacation clause will fall heavily on operators as it runs to 2½ cents per hour per man employed. The man gets \$8 for each day of vacation, with some of the vacations running up to 10 days.

The new contract covers all over-the-road operators in California (not including city drivers) and is effective retroactively to Dec. 15.—*Gidlow*.

Truck Drivers to Apprehend Spies

A plan to turn every truck driver into a watchman over the Nation's strategic resources and points likely to be targets of sabotage has been originated by E. A. Hills, secretary, Savage Transportation Co., and editor of "Go," the house organ of the Northern and Southern California truck operators' associations, and the plan submitted to executives in Washington for consideration and action. "The Truck Patrol" is the name given to the plan by Hills, who says it was presented by long distance telephone to a nationally known figure of the truck industry, who personally presented it to Fiorella La Guardia, director of the Office of Civilian Defense. At the same time it was outlined to T. V. Rodgers, president of ATA, so that he might discuss it with La Guardia. Hills personally volunteered his services for such executive duties as might be required "to assist the plan's eventual director."

Hills told *DandW* that he considered the truck drivers of the Nation to be the logical traveling watchmen "to counter possible non-combatant movements of the enemy."—*Gidlow*.

"Freightways" Object of Justice Dept. Complaint

The Department of Justice has filed a complaint against "Freightways," a corporation association of motor carriers, with headquarters

at Salt Lake City, Utah, charging combination and conspiracy to restrain trade and commerce, a monopoly in violation of the Sherman Act.

The complaint, naming 10 associate carriers, and 38 of their officers, directors and agents, was filed in the U. S. District Court for the Northern District of California, at San Francisco.

Named as defendants are: Consolidated Freightways, Inc., Portland, Ore.; Canadian Freightways, Lethbridge, Alberta; Pacific Intermountain Express Co., Salt Lake City; Phoenix Blue Diamond Freightways, Los Angeles; Salt Creek Freightways, Casper, Wyo.; Savage Transportation Co., Inc., San Francisco; Union Transfer Co., Omaha; Wilson Freightways Ltd., Edmonton, Alberta; Mitchell Brothers Truck Line, Portland, Ore.; and L. J. Russell Transportation Co., Douglas, Wyo.

The complaint alleges that the 10 carriers have combined through the instrumentality of the association with the purpose and effect of conferring upon "Freightways" unified control of their competitive activities, of suppressing and eliminating competition between themselves and of suppressing and restraining competition by non-member carriers. Numerous long haul routes operated by the individual members of the combination are identical or parallel and competitive with routes operated by other members. It is alleged that elimination of competition between member carriers has been achieved by (a) merger of member carriers' identity in "Freightways"; (b) adoption of an elaborate system of zoning and territorial assignment covering the entire United States pursuant to which all competitive service over identical and parallel routes has been abandoned and, (c) establishment of a "Freightways" committee through which rates are agreed upon and fixed by common action.

The complaint asks that the violations be enjoined, the agreements cancelled, "Freightways" dissolved, and the member carriers' interest therein divested in such manner as to restore competition, reestablish abandoned avenues and facilities of commerce, and remove obstacles to the free flow of commerce.—Manning.

Truck Pooling Plan at Chicago

Plans for pooling motor trucking facilities of the Chicago metropolitan area to meet emergency war demands on an orderly basis are being worked out in that city. Roughly, the scheme will follow that hurriedly established by West Coast truck operators in the hectic

days following the Jap raid on Pearl Harbor. By being prepared well in advance, however, Chicago truckers hope to avoid the tremendous disruption of normal operations experienced by the Californians and at the same time serve the country efficiently.

Announcement that plans were being developed was made to 1,000 truck operators from 4 States who jammed the Tower Ball room of Chicago's Stevens Hotel, Jan. 23 for a meeting sponsored by Central Motor Freight Assn., at which the industry's position in the war effort was outlined. Harry F. Chaddick, president of C. M. F. A., presided and the principal speaker was Chester G. Moore, chairman of the organization's Board of Directors and recently appointed chairman of the American Trucking Association's liaison committee for contact work with the Office of Defense Transportation.

A graphic picture of what happened in the West Coast's transportation world following Pearl Harbor was revealed by Mr. Moore. Tremendous quantities of war material had to be moved at lightning speed, he said and to obtain facilities, army men halted trucks on the highways, ordered loads dumped by the roadside, placed soldiers on guard over the goods and commanded the trucks. Some of these were sent as far East as Salt Lake City, Moore said, where railroad traffic had become snarled up and trains were at a standstill in the bottleneck there. Box cars were opened and army supplies transferred to the trucks which were then speeded over mountain highways to coastal shipping points.

Eventually, Moore said, leading truckers were successful in convincing the military men that a more orderly plan was possible, this being, in general, that which American Trucking Associations, Inc., had prepared in 1940. All motor carriers, especially common and contract carriers, pooled facilities, centralized management in a central dispatching office and appointed local managers in different territorial divisions.

Government authorities contacted the local manager and if he was unable to provide transportation as required from his district, the central pool was called on to supply necessary trucks at time and place needed. Thereby, Moore explained, resources of all carriers in the pool are instantly available to handle any particular movement at agreed rates. No carrier gets government business unless he is a party to the pool and no solicitation by individual carriers is permitted. To cover costs for managers' salaries, office and other ex-

penses a small deduction is made from gross revenues from this government traffic.

The tremendously successful job done by the motor carriers in coming to the relief of the railroads to break the traffic log jam at Salt Lake City was cited as giving the lie to charges that the motor carriers are "out" in the national emergency. This "whispering campaign" was characterized by president Chaddick as "vicious propaganda." Large industrial organizations, he said, have fallen victims to this assault on the truckers and were instructing their traffic managers to use motor trucks only for short hauls. Where defense material is involved, Chaddick said, there would be no difficulty in getting tires and repair parts. To counteract hostile propaganda, he suggested that carriers' salesmen should "sell the shipping public on your ability to perform services assigned to you."

Reviewing relations of the trucking industry to the new Office of Defense Transportation, Moore explained that the President has given Director Joseph B. Eastman authority to route freight and specify the type of transportation to be used. He expressed confidence that enough business would be assigned to motor carriers to "keep you out of the red."

American Trucking Associations, Inc., he stated, has in preparation a key map showing motor truck routes and is assembling data covering facilities available, where located, what they can best handle, etc. The railroads, he asserted, use 25 per cent of their facilities to handle merchandise business which brings them only 10 per cent of their gross revenues. This, he added, is a tremendous waste of transportation facilities. From this same type of business, motor carriers derive 85 per cent of their income, he continued and pointed out that the ODT would come in there to apportion merchandise transportation so that waste of facilities would be avoided. The industry, he promised, would try to avoid riding rough shod over State trade barriers, but he cited the West Coast situation where, after the section had been declared a combat area, there were no trade barriers thereafter. Trucks, he said, went where they were told to go and hauled what they were told to take.

Various operating problems, taxation, rates, and other subjects were discussed by Moore, in the light of latest Washington rulings. Answering the question "Should the individual motor carrier try to solicit government traffic?" he said it would be a waste of railroad fare, time or even postage to go to

Washington about it. No one there, he said, would pay any attention to such solicitation. Out in defense plant territory, however, he could see no reason why business should not be solicited through quartermaster offices, "if you can get a hearing."

Closing the 3-hr. meeting, Chadwick advised the carriers "not to spend any money until you know the details of the uniform plan of procedure which is being worked out." Individual carriers, he asserted, could not hope to keep abreast of Washington developments through their unaided efforts. C. M. F. A., he emphasized, would serve as a clearing house for all information covering regulations and the services asked of the industry. Such information, he said, belongs to the industry as a whole and would be available to non-members as well as members of the organization.—*Slawson.*

Newark's Defense Transport Setup Completed

Close cooperation of various branches of the trucking and warehousing industry in preparing to meet emergency needs in the Newark, N. J., area is revealed by the recent (Feb. 6) announcement of the completion of the organization of the truck division of the Newark Defense Council's transportation unit.

The truck division, which consists of 16 subcommittees and will have about 1,800 trucks of all types at its disposal, is headed by William A. Kortenhaus with Charles T. Roemer as alternate chairman and coordinator and Samuel A. Angotti as vice-chairman. In case of emergency it will function with the Disaster Relief Committee of the Newark Red Cross.

Angotti heads the committee in charge of private carriers whose function will be to develop private truck use and dovetail it into the general operating plan.

James E. Mulligan has charge of moving van equipment which must be prepared for mass transportation from hospitals, buildings and plants where there may be a large number of injured persons. The operation as planned requires that the injured be handled with the cot or bed and one nurse must be provided for each five injured and must travel with the van.

Supervision of dump, flat and rigging truck units rests with a committee headed by C. E. Geiger, whose duty it is to coordinate their use in connection with removing debris, cleaning streets, removing materials that block lower floors of buildings and handling large ob-

jects such as telephone poles or girders.

The task of assembling and co-ordinating trailers is the function of Joseph Schwartz.

A subcommittee on refrigeration units is headed by P. S. Whitescarver. It is up to him to assemble the special equipment needed for the handling of perishable goods and coordinate its operation.

Leo P. Carlin, Joseph Quillan and E. J. Slater comprise the committee charged with providing the manpower, such as drivers, leaders and helpers.

James W. Kelly, Jr., has charge of repair and servicing of brakes, in connection with road patrol duties. Supplying equipment and parts, including other essentials such as anti-freeze and tire chains, is the duty of M. C. MacWright. Andrew B. Barry heads a committee charged with responsibility for supplying, preparing and repairing such protection equipment as tar-paulins, tents, cots and small portable stoves.

Handling and warehousing of general merchandise, exclusive of food and perishables, at concentration points and receiving camps is the duty of F. S. Shafer, while the handling and warehousing of food supplies is charged to Hubert Hutchison.

Jack Augenblick is in charge of handling and warehousing of perishable products. Coordination of straight truck units for general purposes other than the special operations mentioned above will be the job of Sidney Michaels and W. L. Graf.—*Jones.*

N. J. Towns Ignore Moving Permit Ruling

Household moving concerns continue to be bothered with municipal moving permit regulations in New Jersey despite the recent State Supreme Court invalidation of a Rockaway Borough ordinance, which required moving permits and forbade the issuance of a permit until personal property taxes were paid.

On the basis of a mid-February survey in the Newark, N. J., area, it was reported that most suburban communities in Essex and nearby Union counties which have required moving permits are continuing to issue them regardless of the court ruling. For the most part they are said to be proceeding as usual until officials have studied the decision. Some believe their ordinances are not affected or leave it to movers to obtain permits on a voluntary basis.

"The municipality cannot, by ordinance, provide a new method to

collect delinquent taxes," the Supreme Court ruled late last year, in an opinion written by Justice Bodine. "It is beyond the powers of a municipality to require one engaged in business to secure a municipal consent to do business with those requiring his services." —*Jones.*

Road Freight Shows

1st Dec. Increase

Reports to the American Trucking Associations, Inc., from 219 motor carriers in 40 States, and made available to the Interstate Commerce Commission, indicate that the volume of revenue freight transported in December increased 4.9 per cent over November and 21.5 per cent over December, 1940.

For the first time in the 5 yrs. since records have been kept, the December tonnage exceeded that in November.

General freight, which constituted slightly over 79 per cent of all tonnage carried, increased 25.3 per cent over December of the year previous, while petroleum products showed an increase of 62.3 per cent over the corresponding month in 1940. Similar comparisons show that the tonnage of iron and steel products transported increased by only 4.9 per cent and miscellaneous commodities by 21.7 per cent.—*Manning.*

Mayflower Convention

(Concluded from page 26)

Akron, was elected president of the Mayflower Warehousemen's Assn. for 1942. Other officers elected are listed on page 20 of the January issue of *DandW*. Wm. T. Watson, president of Leonard Warehouses, Buffalo, was chosen chairman of the nominating committee for 1942. Others chosen for the committee are as follows: Central district, W. C. Neal, Cleveland; Southern district, Dean Clarke, El Paso, Texas; Midwest district, Charles R. Mooney, St. Joseph, Mo.; and Pacific Coast, Guy Penn, Santa Ana, Cal.

Mr. Dintlemann was appointed chairman of the insurance committee; A. A. Leonard heads the Research and Development Committee; J. Sloan Smith, Indianapolis, heads the advertising committee; L. H. Robinson, Des Moines, Iowa, heads the merchandise committee; Paul S. Steward, Chattanooga, Tenn., heads the laws and legislative committee; L. S. Dunn, Boston, heads the furniture storage committee, with Al Naish, Cincinnati and Guy Penn completing the committee; W. T. Watson heads the packing committee.

A SAVING AT EVERY TURN

Reduce Floor Wear to a minimum.
Increase efficiency of employees.
Eliminate wracking of equipment.

Always DEPENDABLE!

Yours FOR THE ASKING!

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DARNELL CASTERS & E-Z ROLL WHEELS

DARNELL CORP., LTD., LONG BEACH, CALIF.
36 W. CLINTON, CHICAGO • 60 WALKER ST., NEW YORK

WHERE TO BUY

ALARMS (Fire)

American District Telegraph Co., 155 Sixth Ave., New York, N.Y.
(See advertisement elsewhere in this issue.)

BODIES (Van)

Gerstenslager Co., Wooster, Ohio.
(See advertisement elsewhere in this issue.)
Herman Body Co., 4406 Clayton Ave., St. Louis, Mo.
(See advertisement elsewhere in this issue.)

BRINE

Siray Sales Corp., 40 Rector St., New York, N.Y.

CASTERS (Truck)

Darnell Corp., Ltd., P. O. Box 4027, Sta. B, Long Beach, Calif.
Swing Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)
Standard Pressed Steel Co., Box 560, Jenkintown, Pa.
(See advertisement elsewhere in this issue.)

CLOCKS (Time and Watchmen's)

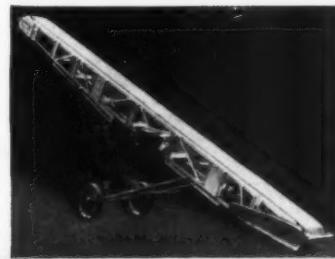
American District Telegraph Co., 155 Sixth Ave., New York, N.Y.
(See advertisement elsewhere in this issue.)

CONVEYORS (Belt)

A. B. Farquhar Co., Limited, 502 Duke St., York, Pa.

CONVEYORS (Portable)

A. B. Farquhar Co., Limited, 502 Duke St., York, Pa.



CONVEYORS BY PORTABLE

Speed up piling and loading cars and trucks with Portable's Featherweight, Model 391, furnished in four sizes and six standard mountings, meets the demand for modern, flexible, lightweight conveyor-elevator units that can be moved easily by one man. Special conveyors for individual requirements. Call Portable for complete information.

PORTABLE MACHINERY DIVISION
A. B. FARQUHAR CO., Limited

Fur Storage More Profitable Today Than Ever Before

Our 1942 Catalog Contains Information on

ACTUAL CUSTOMER EXPERIENCE

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OF ALL

VAULT CONDITIONS AND CONSTRUCTION

REFRIGERATION

FOR

AUTOMATIC DE-HUMIDIFYING AND COOLING

YOUR COPY IS WAITING FOR YOU

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WALTER HAERTEL PRODUCTS CO.

2524 DELAWARE ST.

MINNEAPOLIS, MINN.

PIONEER VAN PADS



SOFT AND GENTLE



BUILT TO PROTECT

Buy and use genuine Pioneer Van Pads... Get all these advantages

- ★ Made by the oldest manufacturer—the originator of quilted Van Pads.
- ★ Zig Zag stitching prevents long rips and tears—keeps padding in place.
- ★ Two colors—by always using green side inside and Khaki outside—prevents dirt and grit from scratching furniture.

★ Soft, durable drill cover assures long life—it's tear resisting.

★ Special jute and cotton pad gives maximum protection—stays springy longer.

★ Lower First Cost.

**ONLY PIONEER OFFERS
ALL THESE ADVANTAGES!**

Buy the Best -- and Save Money!

The complete Pioneer line includes all wanted sizes—Van Pads—Van Lining Pads—Form-fitting Chair Covers—Radio Pads—Refrigerator Pads—Bedstead Hoods—each a genuine Pioneer in quality. Send for illustrated folder.

COVERS (Piano)

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

CRANES (Mobile)

Silent Hoist Winch & Crane Co., 857 63rd St., Brooklyn, N. Y.

Elwell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.

(See advertisement elsewhere in this issue.)

DOLLIES

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

EXTINGUISHERS (Fire)

Solvay Sales Corp., 40 Rector St., New York, N. Y.

FUR STORAGE (Cleaning Supplies)

Walter Haertel Products Co., 2524 Delaware St., Minneapolis, Minn.

(See advertisement elsewhere in this issue.)

INSECTICIDES

Solvay Sales Corp., 40 Rector St., New York, N. Y.

MACHINES (Fur Cleaning)

Walter Haertel Products Co., 2524 Delaware St., Minneapolis, Minn.

(See advertisement elsewhere in this issue.)

MOTOR TRUCKS

International Harvester Co., Inc., 180 No. Michigan Ave., Chicago, Ill.

Mack Trucks, Inc., 34th St. & 48th Ave., Long Island City, N. Y.

Ernst Barrel Carrier

NEW Little Giant model has been added to the complete Ernst Magic drum and barrel carrier line. This model with 600-lb. capacity was designed and constructed for handling drums which are principally used as containers of heavy materials.



One man using only one hand with this carrier takes the place of several men formerly required to break-over, balance and move drums. In addition, accidents are prevented by the simple lifting device and self-balancing tri-wheel design built into these carriers.

Made by Ernst Magic Carrier Sales Co., Buffalo, N. Y.—DandW.

Copper silicon alloy metal wheels and locking device are available where precaution against explosions is necessary.

Give better protection

Inviting Prices

Lighter, fluffier softer

Material 100% new

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No long rips or tears with Gilman

Send for Illustrated Folder

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PADS (Canvas Loading)

Gilman Bros. Co., Gilman, Conn.

Louisville Bedding Co., 420 East Main St., Louisville, Ky.

(See advertisement elsewhere in this issue.)

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

PADS (Kersey)

Gilman Bros. Co., Gilman, Conn.

Louisville Bedding Co., 420 East Main St., Louisville, Ky.

(See advertisement elsewhere in this issue.)

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

PIANO DERRICKS AND TRUCKS

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

PLATFORMS (Lift Truck)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

Standard Pressed Steel Co., Box 500, Jenkintown, Pa.

(See advertisement elsewhere in this issue.)

Truck Scale

THE State of Connecticut has installed 4 Toledo motor vehicle scales at strategic points to check the weights of trucks plying that State's roads and also as an aid in enforcing laws pertaining to maximum weights of commercial vehicles. Typical of the type of installation is that located at Stratford,



Illustrated herewith. Having a capacity of 80,000 lbs. and a platform measuring 60 by 10 ft., this scale will accommodate the largest vehicles. The accompanying illustration shows a test truck of the State police getting ready for weighing. with 1,000-lb. test weights used for the purpose.—Maker of scale, Toledo Scale Co., Toledo Ohio.—DandW.

TODAY



It's Smart Business To Stock Up On **DEFENDER PADS and FORM-FIT COVERS**

for these reasons:

1. Not only are prices constantly rising but, as you know, merchandise is increasingly hard to get.
2. Since careful, conscientious men are scarce, you can protect yourself against damage claims by equipping every van with an adequate supply of Defender Pads and Form-Fit Covers. They're always on the job protecting your interests.

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Shows our complete line of products, featuring Form-Fit Padded Covers for Living Room, Dining Room, Bedroom Furniture, Refrigerators, Radios and Accessories.

NEW HAVEN QUILT & PAD CO.
82 FRANKLIN ST. NEW HAVEN, CONN.



Two "Man-Savers" for your Warehouse

In Nutting Trucks you get the full benefit of a half century of experience in designing and building trucks for easy handling, long life and low cost per year. Extra strong frames. Roller bearing wheels with pressure lubrication. Semi-Steel wheels or long wearing, silent rubber tires.



Fig. 16-24

Fig. 37

Fig. 37 Non-Tilting Bar Handle Truck
A veteran of the Nutting line. Ideal for use both on inclines and level floors. Made in 12 platform sizes from 24 x 48" to 36 x 96". Capacity 3000-4000 lbs.

Fig. 16-24 Heavy Duty 2-Wheel Truck
Balanced just right for easy handling of heavy loads. Natural grip handles. 2 sizes—capacity 1600-2040 lbs.

Everything in Floor Trucks—Wheels—Casters
NUTTING makes everything in floor trucks, wheels, casters. Representatives in principal cities. See your classified telephone directory or write direct to

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FLOOR TRUCK LEADERSHIP SINCE 1891



YOU SHOULD HAVE THIS FREE BOOKLET!



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TOWMOTOR CO., 1269 E. 152nd St., Cleveland, Ohio

RACKS (Storage)

Walter Haertel Products Co., 2524 Delaware St., Minneapolis, Minn.

(See advertisement elsewhere in this issue)

RECORDERS (Motor Truck)

Service Recorder Co., 1375 Euclid Ave., Cleveland, Ohio.

TRACTORS (Industrial)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.
(See advertisement elsewhere in this issue)

Mercury Manufacturing Co., 4142 S. Halsted St., Chicago, Ill.
(See advertisement elsewhere in this issue)

TRAILERS (Industrial)

Mercury Manufacturing Co., 4142 S. Halsted St., Chicago, Ill.
(See advertisement elsewhere in this issue)

TRAILERS (Motor Truck)

Fruehauf Trailer Co., 10930 Harper Ave., Detroit, Mich.
(See advertisement elsewhere in this issue)

Herman Body Co., 4406 Clayton Ave., St. Louis, Mo.
(See advertisement elsewhere in this issue)

TRUCK BODIES (Refrigerated)

Fruehauf Trailer Co., 10930 Harper Ave., Detroit, Mich.
(See advertisement elsewhere in this issue)

International Harvester Co., Inc., 180 No. Michigan Ave., Chicago, Ill.

TRUCKS (Cabinets & Ranges)

Self-Lifting Piano Truck Co., Findlay, Ohio.
(See advertisement elsewhere in this issue)

TRUCKS (Fork)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.
(See advertisement elsewhere in this issue)

Baker-Raulang Co., 2176 W. 25th St., Cleveland, Ohio.
(See advertisement elsewhere in this issue)

Elwell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.
(See advertisement elsewhere in this issue)

Mercury Manufacturing Co., 4142 S. Halsted St., Chicago, Ill.
(See advertisement elsewhere in this issue)

Towmotor Co., 1269 E. 152nd St., Cleveland, Ohio.

Vaughan Motor Co., 800 S.E. Main St., Portland, Ore.

TRUCKS, HAND (Cartons & Cases)

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

Self-Lifting Piano Truck Co., Findlay, Ohio.

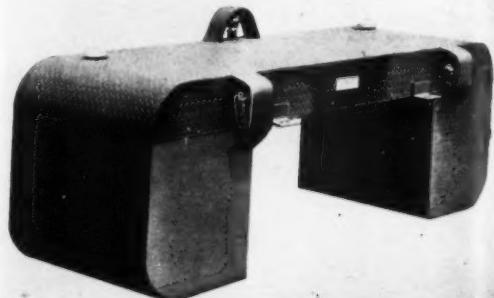
(See advertisement elsewhere in this issue)

Standard Pressed Steel Co., Box 500, Jenkintown, Pa. (Platform)
(See advertisement elsewhere in this issue)

Saddle-type Safety

Fuel Tank

A NEW improved safety tank of the saddle type, in which the pressure valve provides pressure and vacuum relief for normal operation, avoiding "cave-ins" and "blow-outs," to prevent flames from entering the tank or the tank contents from escaping even when the tank is in upside down position. The fusible plugs provide added venting capacity under fire conditions to prevent explosions, and protect the driver, the truck and truck contents from damage.



These tanks have been tested and approved by Underwriters Laboratories, Inc.

Filter and sediment traps capable of catching all foreign material down to 0.0015 in. are provided for each carburetor feed line. These are placed outside the tank where they can be easily disassembled, cleaned and reassembled. They are protected from possible damage with welded-on metal shields.

Filler necks and a safety pressure cap that locks tightly on the bayonet flange of the filler neck are provided on the top of each saddle, and a measuring stick in each spout facilitates easy sticking by police in States that have minimum entering laws, avoiding unnecessary dumping. Of constantly increasing importance, theftproof pockets are provided for each filler spout, designed and mounted in such a manner as to make it practically impossible to pass a siphoning hose in the tank.

TRUCKS FOR RANGES REFRIGERATORS PIANOS

Better equipment must fill the gap of labor shortage these days. Our trucks for ranges, refrigerators, air conditioners, pianos, "juke boxes", and cartons make money for you through the labor and time they save, because each type is built for practicability. Write for bulletins and prices.

SELF-LIFTING PIANO TRUCK COMPANY
FINDLAY, OHIO

TRUCKS (Lift)

Automatic Transportation Co., 1115 West 57th St., Chicago, Ill.
(See advertisement elsewhere in this issue.)

Baker-Stauning Co., 2176 W. 25th St., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)

Bell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)

Terrey Manufacturing Co., 4142 S. Halsted St., Chicago, Ill.
(See advertisement elsewhere in this issue.)

Swimotor Co., 1260 E. 152nd St., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)

Hughan Motor Co., 800 S.E. Main St., Portland, Ore.

TRUCKS (Refrigerator)

Setting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

VAULTS (Moth Proof)

Walter Haertel Products Co., 2524 Delaware St., Minneapolis, Minn.
(See advertisement elsewhere in this issue.)

WHEELS (Industrial Truck)

Darnell Corp., Ltd., Box 4027, Sta. B, Long Beach, Cal.
(See advertisement elsewhere in this issue.)

Setting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)

The tanks are of all-welded construction, using pickled steel which resists the corrosive effects of gasoline and petroleum vapors. Baffle plates prevent "slopping" around, and aeration of the gasoline when traveling over rough roads. The tanks are furnished in 75, 85, 105 and 125-gal. capacities with either smooth or checkered steel plate tops but other sizes are available to meet special requirements. Made by Mechanical Handling Systems, Inc., 4600 Nancy Ave., Detroit.—DandW.

Paint Spraying Hose

A NEW type hose for all standard paint and lacquer spraying equipment, with the tube built of Ameripol, its own type of synthetic rubber developed in its laboratories, is a product of the B. F. Goodrich Co., Akron. This line replaced the company's Lacquer hose and its Mainstay line of paint spray hose.

The new hose is made in inside diameters of $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$ and $\frac{1}{2}$ -in. and outside diameters of $\frac{1}{2}$, $39/64$, $11/16$ and $\frac{7}{8}$ in., standard dimensions for standard paint and lacquer spraying equipment. In the $\frac{1}{2}$ -in. inside diameter size construction is 2-braid, while in the others the construction is one-braid, made of heavy high tensile cords.—DandW.

BUILT FOR USE and ABUSE

HALLOWELL

STEEL TRUCKS

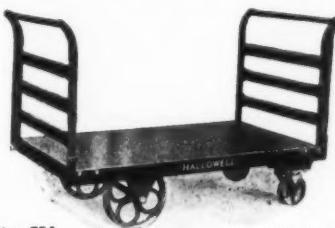


Fig. 754

Pat. Applied for

Non-tilting type illustrated. Smooth one-piece top — won't splinter; no nail heads or screws to tear and scratch. Won't work loose in the joints — there

aren't any; a welded job throughout, corners and all. Easy to handle—wheels have smooth bores or anti-friction bushings in hubs and casters, perfectly lubricated. Will last for years and years with practically no repairs or upkeep; that's why the "Hallowell" truck is so economical and inexpensive.

Pat'd. and
Pat's. Pend'g.

There are styles and sizes for any requirement—"Hallowell" quality through and through—designed for use—built for abuse.

Pat'd. and
Pat's. Pend'g.

**Ask Your Distributor
or
Write for Bulletin**

STANDARD PRESSED STEEL CO.

JENKINTOWN, PENNA. BOX 560

BRANCHES BOSTON • DETROIT • INDIANAPOLIS • CHICAGO • ST. LOUIS • SAN FRANCISCO

Supreme Court Clarifies Zones of Jurisdiction of Federal and State Governments

IN 2 recent decisions (Chicago Wrightwood Dairy Co., and Cloverleaf Butter Co., of Alabama), the Supreme Court of the United States clarified the zones of jurisdiction of the Federal and State governments.

While it would be hazardous to attempt setting up examples to show how the court's rulings might be applied to the distribution trades, it would be safe to predict that they will have the effect of narrowing the twilight zone in which there has been conflict between Federal and State authorities.

Actually, the court did nothing more than apply a long line of earlier decisions to newly raised issues. For instance, in the Scheeter poultry case—which doomed the National Recovery Administration—the defendant company performed what it regarded to be a strictly local business. It received, processed, and sold chickens to a local trade in New York City. Yet, the court ruled that the prices paid for poultry at the Scheeter receiving station affected the interstate trade in chickens; the impact of the rise and fall of the market could be traced.

That legal reasoning was followed to some extent in the Chicago milk case. That city and its environs constitutes a "milk marketing area" set up by the Secretary of Agriculture under a Congressional warrant. Wrightwood Dairy Co., operated in that area but received none of the product it handled from across a State line. The operations of the company were intra-state. But the milk handled by Wrightwood came into contact in the price market with milk coming into the marketing area from other States. To oversimplify the situation: if Wrightwood purchased milk for one cent a quart, the entire price structure of the marketing area would fall; if Wrightwood paid 50 cents a quart, the general price level would be substantially boosted. Therefore, the court reasoned, the operations of that dairy "burdened" interstate commerce, just as Scheeter's operations "burdened" interstate commerce. It is sometimes forgotten (but never overlooked in the appellate decisions) that operations which "burden" interstate commerce, as well as those admittedly involving traffic across States lines, come within the Federal control which stems from the commerce clause of the Constitution.

Congress had empowered the Secretary of Agriculture to set up the milk marketing area and fix the price of milk. That Congressional declaration made the Federal Government supreme in the area and the action to protect that supremacy followed.

The Cloverleaf Butter Co. case is a classic application of the legal theory that when Federal and State governments legislate in the same field, the State loses its jurisdiction. Country butter was shipped across the State line to the Cloverleaf plant to be processed and returned to interstate commerce. The entire movement is governed by Federal law, but Alabama sought to apply its own pure food act to the transmission and seized a quantity of the product. That, said the Supreme Court, was an interference with interstate commerce controlled by the Federal Government. Alabama was ordered to desist.

In attempting analogies of court decisions it is important to be precise: it is not enough that the Federal Government shall have legislated in the same general field as is covered by a State statute. In the Chicago milk case, the Federal Government had taken a sweeping control over the market in an economic sense, but a State statute on purity of the product probably would not be held to be in conflict and would very likely be sustained if placed in issue. But there was no issue of health involved. The Federal Government was in the

field to support *prices* paid to producers. That proper function of the Federal Government could not be exercised fully while there was a direct "burden" within the confines of the zone, and under the rule that the Federal jurisdiction is complete, the court acknowledged the power of the Department of Agriculture to meet the problem it found.

In the Alabama case, the purity of the product was embraced in the Federal control and the butter was not answerable to the additional demands of the State. Both sovereigns were in precisely the same field and the State law was, therefore, of no effect.—*Butler*.

More Public Storage Space to Be Used by Food Processors

The Federal Government's enlarged "Food For Freedom" program is going to oblige food processors to make increased use of public warehousing space this year, in addition to their own private facilities, in the judgment of canning industry leaders attending the recent National Canners Association convention in Chicago.

John L. Baxter, adviser on canned foods, in the food supply branch of the War Production Board, outlined before the convention the increased agricultural production program, and the canners' part in it. Farmers have been asked for a 45 per cent increase in acreage for canning crops in 1942 and goals set for the canned foods packers call for the following:

(1) 40,000,000 cases of canned tomatoes, an increase of over one-third from the 1941 pack of 29,000,000 cases.

(2) 38,000,000 cases of canned peas, or about 40 per cent more than the 27,000,000 cases packed in 1941.

(3) 12,500,000 cases of snap beans, closely approximating the previous year's pack.

(4) 24,000,000 cases of canned corn, which is some 2,000,000 cases below last year's record-breaking pack.

Crop prospects indicate that the fruit pack of apples, peaches, pineapples, etc., will be 4,000,000 cases above last year's figure. Large increases are also called for in asparagus, lima beans and other items.

Most canners have warehouses suitable for storing normal production, but the industry recognizes that these storage facilities will be severely taxed by the 1942 demand.

Viewing the situation, Robert C. Paulus, president of the Canners Association for the past year, advised members to be on the lookout for the necessary additional storage space, "so when your products are packed you will have a place available in which to put them."

In this connection canners were showing increased interest in the advantages of field warehousing. One booth at the convention trade show was kept busy explaining field warehousing services. Other similar organizations conducted promotional work from private quarters around the Stevens Hotel.

Several manufacturers of materials handling equipment also participated in the canners' trade show. Among them were Barrett-Cravens Co., Chicago; Clark Tractor, Battle Creek, Mich.; Mercury Mfg. Co., Chicago; and Yale & Towne Mfg. Co., Philadelphia.

Prominent figures in the warehousing field were numerous in the convention crowds. Noted among them were representatives of North Pier Terminal Co., Crooks Terminal Warehouses, Currier-Lee Warehouses, Inc., Grocers Terminal Warehouse Co., Railway Terminal Warehouse Co., and St. Paul Terminal Warehouse Co.—*Slawson*.

BIRMINGHAM, ALA.

1880—Sixty-Two Years of Service—1942

HARRIS TRANSFER & WAREHOUSE CO.

8 South 13th St., Birmingham
— FIREPROOF WAREHOUSES —
Merchandise and Household Goods
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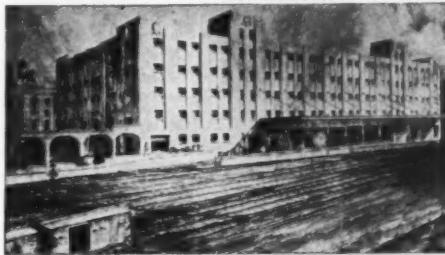
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**COMPLETE FACILITIES
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LAWA—CWA

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15% Increase in Handling Rates Sought

An increase of approximately 15 per cent in all warehouse handling rates in the Los Angeles area over the rates established in Warehouse Tariffs 7C and 5J, and varying increases in certain incidental and accessory warehouse charges, are asked in an application now before the California Railroad Commission for hearing.

The application was filed by the California Warehouse Tariff Bureau in behalf of 26 companies operating merchandising and storage warehouses in Los Angeles and adjacent communities.

The petition requests authority under Sec. 63-A of the Public Utilities Act to increase handling rates in accordance with the figures contained in a rate conversion table designed to reflect an increase approximating 15 per cent over existing rates. It also asks for varying increases in sorting and weighing charges and in the per-man-hour rate of charge for special labor and special overtime labor. No authority is sought to increase warehouse storage rates.

In support of their application the warehouse operators set forth that there have been no substantial changes in the rates for storage or handling in the Los Angeles area since Feb. 1, 1938, at which time both those rates were increased 10 per cent by authority of CRC Decision 30541. The rates thus changed and currently in effect, the warehousemen contend, have not been sufficient to enable the warehouse industry in the Los Angeles area to operate at a profit, particularly because operating expenses have increased from time to time, which has been the case most notably in the cost of warehouse labor.

The petitioners pointed out to the Commission that although operating revenues have increased to some extent owing to an increase in the volume of business during the past few years, that increase has been insufficient to offset the advance in operating expense. The efficiency of public warehouse service in Los Angeles and vicinity, they stated, is liable to be severely impaired unless increases in rates are granted.

The warehousemen set forth that the greatest factor in the increase of warehouse operating cost experienced during the past few years has been the constant upward trend of wages. On Feb. 1, 1938, when the last increase in storage and handling rates for the Los Angeles area went into effect, the minimum wage scale applicable to warehouse labor under the union agreement then in effect provided for the following:

Checkers, floormen, etc.	70¢ per hour
Regular labor	65¢ per hour
Extra labor	60¢ per hour

These rates, the applicants testified, have increased in all classifications, in addition to which concessions for holiday and vacation periods with pay have been granted. Present warehouse labor rates were shown to be the following:

Checkers, floormen, etc., 1st year	80¢ per hour
Checkers, floormen, etc., 2nd year	82½¢ per hour
Checkers, floormen, etc., 3rd year	85¢ per hour
Laborers	75¢ per hour

These increases in the rate of pay, the warehousemen contend, and other moderations beneficial to labor, have resulted in an increase of nearly 17 per cent in the total cost of warehouse labor. Based upon the payroll experience of 14 of the 26 warehouse operators subscribing to the petition, which operate about 88 per cent of the storage space of all the applicants, the annual increase in the cost of warehouse labor (not including clerical and supervisory help), resulting from wage increases is estimated to be approximately \$75,900 for the 14 warehouse companies.

In support of the fact that their request for a 15 per cent increase is not exorbitant, the petitioners informed the Commission that, based upon the actual ex-

(Concluded on page 61)

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240,000 Square Feet

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Largest and most complete storage and trucking

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Daily Intercity Deliveries. Pier Deliveries.
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SILLENCHE Warehouse Co., Inc.
HOUSEHOLD GOODS EXCLUSIVELY

Fireproof Warehouses

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DAVIS STORAGE COMPANY335 East St., New Haven, Conn.
Modern Fireproof Merchandise Warehouse
Private seven-car Siding, adjacent to Steamship and R. R. Terminals. Pool and stop over cars distributed. Merchandise Storage. Motor Truck Service to all towns in Connecticut. Low Insurance Rate. Prompt, Efficient Service.

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**The E. J. Kelley Co. Storage Warehouses**Main Office, Torrington, Conn.—Telephone 9243
One of New England's Largest Transportation CompaniesHousehold Goods Packed, Stored, Shipped.
Merchandise Storage and Distribution.
Pool Cars Distributed in All Parts of Connecticut.
Branch Offices in Bridgeport, Hartford, New Haven & Waterbury, Conn.; Springfield & Worcester, Mass.

The warehouseman will keep you informed of local tax, legislative and labor conditions, which mean real money to the manufacturer.

15% Increase in Handling Rates

(Concluded from page 58)

perience of 14 of the warehouse applicants, it is estimated that the proposed increase in handling charges would result in increased handling revenue of approximately \$67,500.

It was also pointed out that in addition to the increases in labor costs, further expense has been incurred through increases in clerical and supervisory wages and salaries and through increased cost of substantially all materials, supplies and services required in warehouse operation.

The improvement in the occupancy of storage space which has developed in the Los Angeles area during the past year or two, the CRC was advised, has not been such as to justify any hope that operating efficiency can be maintained except by the proposed increase of rates.

The applicants ask that increases in incidental and accessorial service charges be granted by amending certain rules and regulations now contained in Warehouse Tariff 7-C, as follows:

Increase the minimum monthly charge contained in Rule 14-A from \$1 to \$1.50.

Increase the sorting charge provided for in Rule 15 from 35¢ per 2,000 lbs., to 50¢ per 2,000 lbs.

Increase the weighing charge (Rule 17-A) from 2¢ per 100 lbs., to 2½¢ per 100 lbs.; increase the minimum weight charge from 15¢ to 25¢.

Increase the rate of charge (Rule 25-C) for special labor and/or clerical service from \$1.25 per hour per man to \$1.50 per hour per man.

Increase the rate of charge for special overtime labor from \$1.75 per man hour to \$2.25 per man hour.

Increase the minimum extra labor charge from 15¢ to 25¢.

Increase the charge for payment of freight or express bills (Rule 32) on outgoing shipments from 5¢ per freight bill to 10¢ per freight bill.—Herr.

Wages of W. Coast

Longshoremen Increased

A base wage of \$1 per hour for straight time and \$1.65 per hour for overtime is the scale fixed for approximately 12,000 Pacific Coast longshoremen in wage increases of 10 cents per hour for straight time and 15 cents per hour for overtime granted in a decision handed down early in February by Wayne L. Morse, Pacific Coast arbitrator for the National Labor Relations Board.

The decision affects longshoremen in all Pacific Coast ports except Tacoma, Anacortes and Port Angeles, Wash.

The increases granted represented a compromise reached by Morse after a study of the testimony of the Waterfront Employers' Assn. of the Pacific Coast, which had opposed the wage increases. The longshoremen had requested a scale of \$1.25 per hour for straight time and \$1.87½ per hour for overtime.—Herr.

Cook-McFarland

Transfer Granted

Cook-McFarland Co., Los Angeles, has been authorized by the California Railroad Commission to transfer to Cook-McFarland, Inc., a subsidiary organized in October, 1941, its public utility warehouse business.

The company occupies a total of 50,000 sq. ft. of warehouse space in several buildings at 911, 915 and 929 Mateo St. The firm has been operating, in 3 separate divisions, a general storage and warehouse business under the Public Utilities Act of California; a public food and grocery brokerage business, and a bottling business.

The warehousing division included operation of a general storage and warehouse business; operation under the State Alcoholic Beverage Act of a public warehouse for storage of alcoholic beverages; and operation under authority of the U. S. Treasury Department of a U. S. Bonded Warehouse.

The CRC granted the firm's application to transfer

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Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.

Member Ind. Movers & Warehousemen's Assoc.

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SHIPMENTS DELIVERED AT CURRENT RATES IN WASHINGTON AND VICINITY

Security Storage Company

OF WASHINGTON

Capital, Surplus and Reserves over \$1,200,000
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Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is fireproof construction.

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We Reciprocate Shipments

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D and W, March, 1937

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NEW YORK CHICAGO
380,000 Sq. Ft. 1525 NEWBERRY AVE., MONROVIA
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POOLED CAR DISTRIBUTION

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Merchandise Warehousing Pool Car Distribution
Sprinklered A.D.T. Burglar Protection A.W. Am.

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Invested Capital \$325,000
Lowest Warehouse Insurance Rate in Atlanta

MERCHANDISE—COLD STORAGE—TRUCKING

Private Railroad Sidings—Concrete Warehouses
A.D.T. Service Member: A.W.A.

to Cook-McFarland, Inc., the business and properties of the public utility warehouse activities and likewise authorized the issuance of non-par value stock to pay for the transfer on or before June 30.—*Herr.*

Changes at Oakland, Cal.
Port Includes New Counsel

The Port of Oakland has appointed a new counsel, following the resignation of Chas. A. Beardsley, nationally known lawyer and past president American Bar Assn. The new commissioner is A. Reginald Jones, who has been associated with the Oakland Port Commission legal staff since 1934.

Beardsley, who became Commission counsel in 1933, will continue to represent the commission in current actions involving Federal condemnation proceedings against Oakland's Port, the Commission announced.

A number of changes have been made at Port of Oakland since the Army took over substantial parts of the harbor. However, according to an announcement just made by A. H. Abel, port manager and chief engineer, the municipal harbor terminals are still sufficient to handle the needs of commercial shippers. Abel pointed out that his port is still operating the Seventh Street unit of the Outer Harbor Terminal, the Grove Street Terminal, Market Street Terminal, Ninth Avenue Terminal, and the Livingston and Dennison Street Piers. Intercoastal shipments for the Atlantic Coast and the Gulf of Mexico, Abel says, are now being handled at Grove Street; coastwise shipments and West-bound intercoastal shipments are taken care of at Grove and Market Street Terminals, while lumber and lumber products are handled at the Ninth Avenue Terminal. Copra and such commodities will use the Seventh Street unit of the Outer Harbor Terminal.

Port of Oakland has a new location for its San Francisco traffic representative, according to traffic manager M. D. McCarl. It is Room 542, Tilden Sales Bldg. G. A. Attwood is in charge of the new office.—*Gidlow.*

McCarl Resigns from
Cal. Port Group

Protection of harbor and port properties was the major subject of discussion at the meeting of the California Assn. of Port Authorities, held in San Francisco, Feb. 14, with leading port authorities gathered for this important meeting. Because the details of the action to be taken would be useful to possible saboteurs or to the enemy, they are not being made public, but Joseph F. Marias, president of the Harbor Commission, told *DandW* that every precaution is being taken to protect every piece of port property and all facilities.

Next most important discussion was of the procedure to be followed in keeping the U. S. Maritime Commission and other shipping agencies advised as to the availability of space on port properties for the trans-shipment of goods between land carriers and water carriers, and storage of goods awaiting trans-shipment.

Tariff matters came up for review; and M. D. McCarl, secretary of the association, presented his resignation. McCarl, who is traffic manager and assistant port manager, Port of Oakland, told the meeting that his port duties, plus added civil defense duties, made it impossible for him to continue to serve the association, of which he has been secretary since its inception in 1937. McCarl said: "The affairs of the association are now in excellent shape, with a signed agreement and tariffs of all the members on file with the U. S. Maritime Commission and it is a foregone conclusion that the association is destined to play a most important rôle in molding the future course of maritime activities in the State of California." McCarl said he would remain close to the affairs of the association despite his resignation as secretary.—*Gidlow.*

ATLANTA, GA.

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SECURITY WAREHOUSE COMPANY

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Commercial Warehousing at its Best

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Savannah's only bonded warehouse
SAVANNAH BONDED WAREHOUSE & TRANSFER COMPANY

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Post Office Box 1187
General Storage—Distribution—Resigning
Custom House Broker—Custom Bonded
Regular Steamerhip service from principal
Eastern, Western & Gulf ports—track connec-
tions with all rail and steamship lines.
R. B. Young, President.
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Members—A.W.A.—A.C.W.



HONOLULU, HAWAII

WHEN SHIPPING GOODS TO HONOLULU

Consign to us and the same will be given our best attention.
Modern Concrete Warehouses. Collections promptly remitted.
Correspondence Solicited

CITY TRANSFER COMPANY
Cable Address: LOVERINO, HONOLULU



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION



DOWNTOWN WAREHOUSE

Most Centrally Located

2 Blocks from New Union Station
Canal & Harrison Sts.

CHICAGO, ILL.
Tunnel and Trap Car Service

Liberal Loans Made on Staple Commodities

OPERATING SPACIOUS STORAGE WATER DOCK
FACILITIES AT THE NAVY PIER

CROOKS TERMINAL WAREHOUSES

CHICAGO

NEW YORK OFFICE: 271 MADISON AVENUE

KANSAS CITY

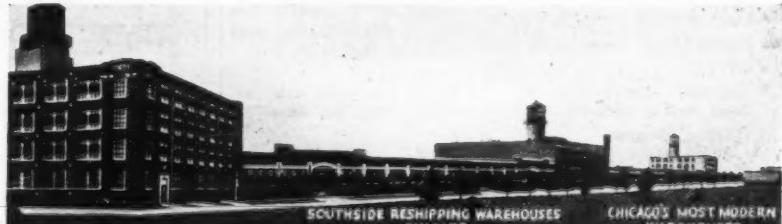
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Insurance Rates as Low as 12c

OPERATING SPACIOUS WATER FRONT WAREHOUSE
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Los Angeles, California

SOUTHSIDE RESHIPPING WAREHOUSES
CHICAGO

CHICAGO'S MOST MODERN
WAREHOUSES

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

CHICAGO, ILL.

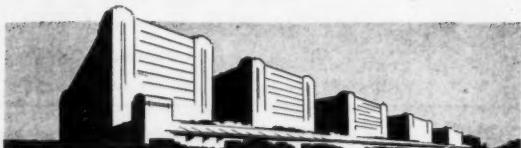
**CHICAGO'S LOOP WAREHOUSE
C & A TERMINAL CO.**

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Modern concrete building. 30 car track served by Alton-B. & O. R.R. Tunnel connection all railroads for L.C.L. shipments. Next door Paced Post Bldg. for economical and speedy handling of Paced Post shipments.



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WHEN we say "Ideal in Chicago" we have in mind more advantages than this small advertisement can attempt to detail . . . Our units are located centrally on private well paved streets . . . They provide ample parking and loading spaces, including a second floor level roadway and truck elevators . . . A Chicago Junction Railway Union Freight Station under the same roof assures fast shipment service without transfer or cartage expense . . . Fast freight elevators, plenty of them, natural light on all sides, heat and power as required, clean, modern quarters for offices or light manufacturing . . . Whatever your space needs, come to see Central Storage units and learn more about these and other important features which make them:

Ideal IN CHICAGO
CENTRAL STORAGE
 & FORWARDING COMPANY

Telephone: LAFayette 5628

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CURRIER-LEE WAREHOUSES, Inc.

Represented by



427-473 W. ERIE ST.

Complete Facilities for
Merchandise Storage and
Distribution

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Member A. W. A.

Griswold-Walker-Bateman Co.

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- Modern Buildings.
 - Low contents insurance.
 - Reshipping, city deliveries
 - Vacuum fumigation of food stuffs, tobacco, etc.
 - Cooling Rooms
- Direct track connections with C&NW, B&O, Soo Line, PM, CGW, and B&OCT Railroads.
- Write for your copy of "The Way to Distribution."

Represented by
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11 WEST 42ND ST., PENN. 6-0968

CHICAGO
1525 NEWBERRY AVE., MON. 5531

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Member: N.F.W.A.
Allied Van LinesServing Chicago & Suburbs For
Over 35 Years.Consign Your Shipments To
JOYCE BROS. STGE. & VAN CO.
Main Office 6428 N. Clark Street
Rogers Park 0033

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45 Years of Reliable Service

Lincoln Storage and Moving Co., Inc.

4251-59 Drexel Blvd. Chicago, Ill.

Government Bonded Warehouse
Storage—Packing—Shipping
Local and Long Distance Moving

CHICAGO, ILL.

MIDLAND

A complete warehouse organization
fully equipped to handle merchandise rapidly and economically

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

Inquiries invited on Storage, Office and Rental Requirements

**MIDLAND WAREHOUSES, INC.**1500 South Western Avenue,
Chicago, Ill.

CHICAGO, ILL.

NATIONAL VAN LINES INC.

2431 IRVING PARK RD.

Interstate moving of H.H. goods—Nationwide agents and warehouse facilities in all key cities. I.C.C. Permit #42806

We specialize in pool car shipments of H.H. goods sent to coast in padded freight cars—No crating necessary—Low rates. Consign your shipments to our nearest warehouse. We will reship.

TO TRAFFIC MANAGERS: Our tariff is very low. Wire or write us when transferring personnel.

New York City: 1775 Broadway

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CHOOSE YOUR
WAREHOUSES FROM THESE
COLUMNS — THEN TELL THEM SO
THEY WILL APPRECIATE IT

D and W. March, 1942

SHIPPER'S SERVICE SECTION

ILLINOIS

Bridgeport Whse. to Add More Floorspace

The Bridgeport Storage Warehouse Co., Bridgeport, Conn., has filed plans for a brick and steel addition to contain 7,100 sq. ft. of floorspace.—*Pratt*.

Hartford Whse. Buys 2 Furniture Buildings

H. B. Rosenbloom, acting for George E. Dewey & Co., Hartford, Conn., storage warehouse and moving company, has purchased 2 large furniture warehouses at 190 Ann St., Hartford. The buildings contain 260 rooms filled with furniture. The structures were erected 40 yrs. ago and have open storage facilities on the first and top floors. The price for the transaction was \$60,000, a good part of which represents the warehouse business of the sellers.—*Pratt*.

Big Gain in Canned Fruit Shipments

A total of 21,221,737 cases of canned fruits were sold and distributed by California canners during the 6-mo. period, July 1, 1941, to Dec. 31, 1941, according to a report of the Canners League of California. This represented a gain of approximately 5,000,000 cases over shipments for the first 6 mos. of 1941.

The report disclosed that from July 1 to Dec. 31, 1941, the canners shipped 15,504,231 cases of canned asparagus, tomatoes and tomato products as compared with shipments of 11,977,044 cases of the same products during the corresponding period in 1940. The canning industry began 1942 with inventories showing 4,582,704 cases of fruits and 3,420,939 cases of the 3 vegetables on hand as carry-over pending opening of the new pending season on June 1, 1942.—*Herr*.

Certain-Teed to Move**Officers from N. Y. to Chicago**

Certain-Teed Products Corp., one of the world's largest manufacturers of roofing materials, will transfer general offices from New York City to Chicago about April 1. New quarters at 120 South Lasalle St., in that city, will be shared jointly with the Celotex Corp., of which Certain-Teed is an affiliate. Celotex Corp. will also move to the downtown address from present quarters in the Palmolive Bldg. Combined offices of the 2 organizations will cover about 60,000 sq. ft. on 2½ floors in the new location. Bror Dahlberg, president of Celotex Corp., and chairman of the board of Certain-Teed, who announced the changes, said Certain-Teed's transfer from New York to Chicago involves the moving of 170 executives and key employes with their families.—*Slawson*.

Advises Hoarding of Coal

Midwest Shippers Advisory Board, Chicago, is urging coal consumers to "hoard coal" as a patriotic measure designed to promote efficient rail transportation service. Fred A. Schleifer, chairman of the Midwest organization, points out that, unlike sugar or rubber, coal is plentiful. In the Midwest area, approximately 40 per cent of all railroad equipment is required to move coal, he states. Every bin should be filled as early in the season as possible, he declares, thus enabling the rails to haul coal to market when cars are not required to handle war material.

The Chicago Board, Schleifer announced, has been made an advisor to the Office of Defense Transportation which is studying closely the Vigilance Committee plan, originated in Chicago last summer to speed up freight car movements, prevent delays, cut waste and



Mumber AMERICAN WAREHOUSEMEN'S ASSOCIATION

Come to North Pier Terminal

**NORTH PIER TERMINAL**

Largest warehouse in the Great Central Market territory.

Especially adapted for combination of office and warehouse or factory. • Splendid shipping facilities including all phases of transportation. • Rail, water, tunnel, truck. • Track capacity 150 cars. 2500 feet of dockage for boat unloading. • Direct water service from Eastern Seaboard, Gulf and Canada. • Direct free tunnel connection all railroads. • Universal station in building for out of town truck shipments. • Low insurance rates. • Heavy floor load. • Ample free parking. • Good local transportation. • Our general storage division operating in separate buildings with same facilities. • Storage in-transit, pool car distribution, customs bonded. • Write for monthly publication, it is free, no obligation to you.

North Pier Terminal Co.

509 E. Illinois St., Chicago—SUP. 5606

New York office: 25 Beaver Street, Tel. H.A. 2-1172

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For Personalized Warehousing

PRODUCERS WAREHOUSE CO.

344 No. Canal St. C. & N. W. Ry

THOMSON TERMINALS INC.

346 W. Kinzie St. C. M. St. P. & P. R. R.

BROKERS REPUBLIC WAREHOUSE CO.

409 W. Ontario St. C. M. St. P. & P. R. R.

Prompt Deliveries

Advances Made



Mumber AMERICAN WAREHOUSEMEN'S ASSOCIATION

RAILWAY TERMINAL & WAREHOUSE CO.

444 WEST GRAND AVENUE,

CHICAGO, ILLINOIS

Merchandise Warehouses close to the Loop. Direct railroad connections. U. S. Customs Bonded and free storage. Low insurance rates.

ILLINOIS

SHIPPER'S SERVICE SECTION

D and W, March, 1944

CHICAGO, ILL.

DEPEND ON FRED REMER
ALWAYS ON THE JOB TO SERVE YOU

REMER STORAGE & VAN CO.
5822-5824 N. WESTERN AVE.

Commercial Hauling & Moving in Chicago &
Suburbs for 34 Years




CHICAGO, ILL.

John F. Seng
President John J. Egan
Vice-President

SENG WATERWAY WAREHOUSE

One Half Million Sq. Ft.
of Modern Warehouse
Space.

Warehousing-Brokers Offices. U. S. Customs Bonded Stores.

Shipments received and dispatched by water - rail or truck. Private track of Pennsylvania R. R. direct into Warehouse. In the heart of downtown Chicago.

310 West Polk St.

One block from Main U. S. Post Office




Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

SOO**TERMINAL
WAREHOUSE** "The
Economical Way"

519 W. Roosevelt Road, Chicago, Ill.

Year-round candy storage, pool car distribution, negotiable warehouse receipts. Storage in transit. One-half million sq. ft.

Customs Bonded
Unlimited Floor
Load Units for
Lease
Near the Loop

CHICAGO, ILL.

For Distribution in CHICAGO Use

SYKES SERVICE

Fully sprinklered warehouse building for merchandise storage exclusively.

Centrally located—only 12 minutes from the loop.
Complete warehouse service with personal supervision.
Pool Car Distribution**SYKES TERMINAL WAREHOUSE**
929 West 19th Street Chicago, Ill.

Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

Merchandise Storage and Distributors

WAKEM & McLAUGHLIN, Inc.

Estd. 1886

MAIN OFFICE—225 E. ILLINOIS ST., CHICAGO

U. S. Internal Revenue Bonded Warehouse

U. S. Customs Bonded Warehouse

A.D.T. Service

ADVANCES MADE

Our ample financial resources enable you to negotiate loans right in our office.

Prompt Delivery and Best of Service.

promote efficiency in freight handling generally. "Through this Vigilance Committee plan," said Schleifer, "we expect to demonstrate that war and civilian transportation needs can be fully met through voluntary co-operation between shippers, receivers, railroads and government." —Slawson.

Federal Barge Lines to Resume Full Services

Elmer Cordes, acting general agent of the Federal Barge Lines in Chicago, has announced the dates for resumption of services between Chicago and New Orleans, St. Louis and Minneapolis, and St. Louis and Kansas City. The first tow out of New Orleans was to have left Feb. 11—due at its destination March 7. From Chicago to New Orleans the first tow is scheduled for March 5. Barge service from St. Louis to Minneapolis will be reinstated March 30, and from the Upper River port to St. Louis, April 9. From St. Louis to Kansas City, barge services will be reinstated March 5, while from Kansas City to St. Louis the first tow is scheduled for March 9.

Oldest Ship Line Suspends

Its 5th war has proved too much for the Nation's oldest steamship line. Officials of the Ericsson Line, Inc., announced that with the docking of its steamer Georgeanna, operations would be suspended for the first time in the company's 109-yr. career. Through 4 previous wars, it maintained freight and passenger schedules between Philadelphia and Baltimore. But a spokesman said lack of traffic makes the new step necessary. The line's other vessel is the John Cadwalader, now tied up at Philadelphia.

Barge Lines Meet War Demand

Barge line and other officials, in a special dispatch from Chicago, stated that the barge companies operating on the Illinois Waterway systems have found it necessary to increase substantially their facilities to meet demands for carrying large amounts of materials essential to war industries in the state.

With a new record tonnage established in 1941, traffic on the Illinois Waterway for January is maintaining its pace, according to Charles Keller, of the U. S. Engineers, Chicago District.

Officials of the Federal Barge Lines said that their company has put into service 15 new barges at a cost of about \$1,000,000. Each barge can carry a 2,800 ton cargo. John I. Hay, head of the John I. Hay Co., said his firm has expanded its facilities 30 per cent within the last year to meet the demand for river freight transportation. He asserted that oil and steel are being carried in larger quantities than ever before.

The uncertainty of getting steel for additional barges as the need for them arises, and serving industrial plants whose production schedules are irregular because of difficulty in obtaining essential materials are the major problems facing river transportation. Where schedules are irregular, industries must make last-minute arrangements for the fastest transportation available, it was said.

Despite these 2 problems, river transportation facilities are expected to be increased sufficiently to meet all contingencies which may develop as rail and truck carriers are more seriously pressed for space, it was reported.

It was estimated that about 1/5 of the steel needed to make a railroad tank car is used in construction of a barge which can carry substantially more tonnage. Hope that the war production board will take these facts into consideration when allocating steel for barges was expressed by company officials.

CHICAGO, ILL.

One of Chicago's Finest

A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

Located on the edge of Chicago's famous Loop and only one block from the mammoth new Post Office, Western Warehouse is in the heart of all business activity. Write for complete information.

WESTERN WAREHOUSING COMPANY
323 West Polk Street Chicago, Ill.

DANVILLE, ILL.

Agents for the Grey Van Lines, Inc.

Merchandise Storage & Motor Freight Terminal

DUNNING AND HILL
318-320 East North St., Danville, Illinois

Distribution of LCL and Carload shipments. Warehouse located on Wabash with private siding. Free switching service from all other roads. In the wholesale district. We specialize in factory distribution. Terminal for the Decatur Cartage Co. Truck service to all points. Chicago freight rates apply on Eastern and Western shipments. We have equipment for handling heavy machinery.

DECATUR, ILL.

H. G. Taylor, Pres. R. C. Shumate, Treas. & Mgr.



Decatur Warehouse Company (SHUMATE TRANSFER)
555 East Wood Street
TRANSFER—STORAGE—DISTRIBUTION
MOVING—PACKING
Licensed—Bonded—Insured Carriers

ST. LOUIS, ILL.

"Building A Better Warehouse"

METROPOLITAN WAREHOUSE CO.
STORAGE • DISTRIBUTION • CARTAGE
OFFICE AND DISPLAY ROOM SPACE

BONDED—SPRINKLERED—A.D.T. SERVICED—LOW INSURANCE
600 Walnut Ave. • E. W. Stimble, Pres. & Mgr. • East St. Louis, Ill.

JOLIET, ILL.

Telephones 501 and 502

Joliet Warehouse and Transfer Company
Joliet, Illinois

MERCHANDISE STORAGE AND DISTRIBUTION

Best distributing point in Middle West
Located on five Trunk Lines and Outer Belt
which connects with every road entering Chicago.

No switching charges.

Chicago freight rates apply.

PEORIA, ILL.

OUR DEPENDABILITY YOUR ASSURANCES
OF SATISFACTION.

FEDERAL WAREHOUSE CO.

800 So. Adams St.

Peoria, Ill.

Peoria is the logical Center of Distribution for Illinois.
We will be pleased to explain our service and facilities.

Member of C.I.W.A.—A.W.A.—N.F.W.A.

PEORIA, ILL.

**NATIONAL
STORAGE
COMPANY**

- Merchandise Storage
 - Pool Car Distribution
 - Fireproof Building; Sprinklered
 - Low Insurance Rate
 - Private Siding
 - Motor Truck Terminal
- 801 SO. WASHINGTON ST.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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BARTLETT WAREHOUSE

Modern Plant C.&N.W. Siding Free Switching
"Sparkling Service"

502-514 Cedar St. Phones: Main 133, 134

EVANSVILLE, IND.

MEAD JOHNSON TERMINAL CORP.
EVANSVILLE, INDIANA

"Where Waterway . . . Railway . . . Highway Meet"
With the most modern and most unusual River-Rail-Truck Terminal and Warehouse in the United States. Sprinklered—A.D.T.

Located only ninety miles from the country's center of population. Served by six large railroads, many motor freight lines and the American Barge Line, Mississippi Valley Barge Line, Union Barge Line and independent towing operations.

Merchandise and food commodities of every description, from every part of the globe, can conveniently reach, be economically stored, and then efficiently distributed from Evansville.

Write for booklet completely describing the many unusual services available.

Member of A.W.A.

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST., PENN. 6-0968 1525 NEWBERRY AVE., MON. 5534

FORT WAYNE, IND.

**FORT WAYNE [WITH MIGHT AND MAIN]
STORAGE CO. THE SAME**

FIREPROOF AND NON-FIREPROOF BUILDINGS.
Pittsburgh, Fort Wayne & Chicago R. R.; Grand Rapids & Indiana R. R.
Wabash R. R.—Private Sidings—Pool Car Distribution

FORT WAYNE, IND.

PETTIT'S STORAGE WAREHOUSE CO.
"Fireproof" Buildings

STORAGE, TRANSFER, DISTRIBUTION

Located in Center of Business District

We have our own truck line and are equipped to make prompt deliveries
Private siding

HAMMOND, IND.

GREAT LAKES WAREHOUSE CORPORATION

General Merchandise—Storage and Distribution

Established 1922 (Tel.—Ham'd 3740-51)
E. C. Faure

Vice Pres. & Mgr. (Tel.—Chicago—Ext. 2200)
FACILITIES—150,000 sq. ft., Fireproof, asbestos-steel-brick, steel. Siding on

IHB RR; esp. 50 cars. Located within Chicago switching district. Transit privileges.

SERVICE FEATURES—Meter term. on premises—hourly del. to Metro. Chicago

and suburbs. ASSOCIATION—Indiana Warehousemen's & American Warehousemen's, Cold Storage Division.

HAMMOND, IND.

Members N.F.W.A., Allied Van Lines

JOHNSON
Transfer and Warehouse
STORAGE FOR HOUSEHOLD GOODS AND
OFFICE FURNITURE
WAREHOUSE and OFFICE: 405 Douglas Str.

INDIANAPOLIS, IND.

"Coburn Service for Efficiency"

HENRY COBURN
STORAGE and WAREHOUSE CO.

Merchandise Storage, Distribution, Trucking

Linen Space—Offices—Low Insurance

Represented by
DISTRIBUTION SERVICE, INC.

Members:
A.W.A.—Indiana W.A.



We Face a Common Labor Shortage

(Continued from page 30)

veyors, and other types of mechanical materials-handling equipment to reduce their common labor and handling time. Here is a simple installation of a roller conveyor line, shown in Fig. 7, with belt booster in background, handling filled cartons into and out of this warehouse bay, with a minimum of time and effort required. Because of the possibility of being required to use female labor on this type of work, a convenient working height should be maintained along the roller conveyor section, and where elevating or lifting between floors is required, some form of power conveyor such as the belt booster in the background should be part of the system.

More and more, we are going to be called upon to



Fig. 9. With one man, the fork truck and pallet system can handle 40 packages into and out of storage more quickly than 4 to 6 men with hand piling. (Courtesy, Clark Trucktractor Equipment Co.)

handle larger and larger quantities of materials, and do it faster and more economically. The way to do this is by using better materials-handling equipment. For example, let us take the storing and handling of bags. Quite frequently, these bags will weigh anywhere from 100 lbs. to 200 lbs. apiece, and they will have to be stacked at least 20 to 30 high. If mechanical equipment is not used, this requires at least 2 men per tier steps, every 5 bags in height, so that if bags are being piled 20 high, it would require just 8 men passing these bags up to the top of the pile, and there is a possibility that it might require 10 to 12 men. This is only for piling. If women were used, it would require more time or more labor, because of the fatigue caused by this strenuous work. How much simpler it would be to mechanize these operations now, as shown in Fig. 8, where one individual, male or female, and the use of a fork truck and pallet system can quickly stack these bags 20 high, without fatigue, quicker and better, and thereby saving money, time and space.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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Member of Iowa Warehouse Ass'n.

COMPLETE DISTRIBUTION SERVICES

222,000 sq. ft. of floor space in buildings of brick-concrete-steel construction. Chicago-Great Western R.R. siding with 10 car capacity. Free switching with Federal Barge Lines.

Floor loads 500 lbs. per ft.

Low insurance rates.

Complete-Motor-Freight-Facilities.

Pool car distribution—all kinds. Merchandise & Household Goods Storage, industrial and office space for rent.

Write today

DUBUQUE STORAGE & TRANSFER CO.
3000 JACKSON ST. DUBUQUE, IOWA

MASON CITY, IOWA

A. W. A.—May, W. A.

MASON CITY WAREHOUSE CORPORATION



Merchandise Storage, Household Goods Storage, Pool Car Distribution, Local and Long Distance Moving.



WATERLOO, IOWA

IOWA WAREHOUSE CO.

Fireproof Warehouse Motor Truck Service

Distributing and Warehousing All Classes of Merchandise, Household Goods and Automobiles

DODGE CITY, KANSAS

JOHN PRESSNEY, Owner and Mgr.

THE DODGE CITY WAREHOUSE CO.

501 West Chestnut, Foot of Boot Hill
MERCHANDISE — HOUSEHOLD GOODS and COLD STORAGE



Distribute Pool Cars, Ship via R.R. or Santa Fe R.R.
Member AWAm—Kan MTA

KANSAS CITY, KANSAS

INTER-STATE TRANSFER AND STORAGE COMPANY

**FIREPROOF WAREHOUSE
18th & MINNESOTA**



Packing, Moving, Storing and Shipping. Private Siding
Agent for Allied Van Lines, Inc. Telephone Dr. 3420
L. J. CANFIELD, Proprietor

TOPEKA, KANSAS

Agent for Allied Van Lines, Inc.

TOPEKA TRANSFER and STORAGE CO., Inc.

Established 1880

N.F.W.A.

FIREPROOF WAREHOUSES FOR MERCHANDISE & HOUSEHOLD GOODS
TWICE DAILY TRUCK SERVICE TOPEKA-KANSAS CITY
CITY-WIDE DELIVERY SERVICE

Private Switch Connections AT & SF, CRI & P, U.P. and M.P.

WICHITA, KANSAS

A Modern Distribution and Warehousing Service

Brokers Office & Warehouse Co.

B. W. BILLINGSLEY, JR., Manager
Member of American Chain of Warehouses

WICHITA, KANSAS



Write or Wire

Cassell
TRANSFER & STORAGE CO.

WICHITA, KANSAS
Fireproof Storage and Sprinkler System

WICHITA, KANSAS

"A Warehouse service complete in every detail"

METROPOLITAN WAREHOUSE COMPANY, INC.

Storage Office and Display Space—Sprinklered—Low Insurance
301 South St. Francis Avenue
Murray E. Cuykendall, General Manager
a Member of ALLIED DISTRIBUTION INC.
NEW YORK 1525 NEWBERRY AVE., MONROVIA, CHICAGO

WICHITA, KANSAS



LOUISVILLE, KY.

Louisville Public Warehouse Company
25 Warehouses 944,000 Square Feet

Louisville Member
AMERICAN CHAIN-DISTRIBUTION SERVICE, INC.
Gen'l Mds. H. H. Goods

ALEXANDRIA, LA.

ALEXANDRIA IN THE HEART OF LOUISIANA



Bonded Brick & Concrete Warehouse. Ster-
ing, Packing. Pool Car Distribution. Agents
Aero Mayflower Trans. Co. Private Sidings
L.&S., P.R.I. Ry.



Carnahan's Transfer & Storage
P. O. Box 911
Member of A.W.A.—May W.A.—S.W.A.

ALEXANDRIA, LA.

B. F. HENRY, Pres. HARRIET POWARS, Secy.-Treas.

Rapid Transfer and Storage Co., Inc.

1056-1058 WASHINGTON STREET
Merchandise and Household Goods Storage
Pool Car Distribution
Ship via R.I. Ry.—So.P.—L.&Ark. Ry.—Mo.P.
and T&P.
Agents for Allied Van Lines, Inc.
Member NFWA-SWA

NEW ORLEANS, LA.

E. B. FONTAINE, Pres. & Mgr.

Commercial Terminal
Warehouse Company
INCORPORATED

Modern Merchandise Warehouses

A dependable agency for the
distribution of merchandise
and manufactured products.



Storage Cartage Forwarding
Distributing Bean Cleaning
and Grading Fumigating

New York—Chicago

Office 402 No. Peters Street
NEW ORLEANS LOUISIANA

In the handling of carton and canned goods and other food products in grocery warehouses or in army depots, it is much easier to handle one palletized unit load, as shown in Fig. 9, picking up from 20 to 30 cases at one time, than it is to handle these cases individually with manual labor.

Because of the many handlings which occur in receiving, storing, shipping, and loading of this type of commodity, it will readily be seen that the ratio of 28 to 1 is multiplied several times in these operations, and with a mechanical fork truck and pallet system, young men and girls can easily store this material without fatigue or the possibility of rupture and other industrial accidents.

Now is the time to prepare for the common labor shortage which is going to occur. Now is the time to obtain and install equipment, so that the patriotic women of our country can handle this merchandise without physical injury to themselves and our future generations. The responsibility is ours. We have had plenty of warning.

Green Coffee Ocean Rates
Extended to March 31

The Association of West Coast Steamship Companies, also the Camexco and Colpac freight conferences have extended their green coffee ocean rates through to March 31. However, the extension is subject to change which may occur in the present rate structure because of surcharges later approved by the Maritime Commission and which will be effective at the time of sailing. The West coasts of Colombia and West Coast ports of Central America and Mexico are covered by the above named 3 conferences.—Gidlow.

Suspension of Baltimore's
Coastwise Services

Baltimore's 2 remaining major coastwise shipping concerns have suspended service. These are the 85-year-old Merchants and Miners' Transportation Co., whose ships were utilized by the Government in the Civil War, the Spanish-American War and the World War. This concern has halted all sailings, it has been announced by A. D. Stebbins, president of the company. The other shipping concern to suspend service is the Bull Steamship Line, which has withdrawn ships from the run to Tampa, Miami and Pensacola in Florida and Beaumont and Corpus Christi, in Texas. The vessels have been requisitioned by the Government to carry cargoes more directly concerned with the war effort. The Bull Line, however, will continue to operate an undisclosed number of ships on other runs.

The Merchants & Miners Transportation Co. has succumbed slowly. Last Fall it cut its freight and passenger service to Boston and Northern ports. On Dec. 15 it halted passenger service to Florida and furnished only fast freight service to Jacksonville, Savannah and Miami. Its latest move is to cut these freight services also. When the European War broke out 2½ yrs. ago the Merchants and Miners had 21 vessels. Some of the ships were sold and others requisitioned by the Government for chartering to other lines. At the present time it has only 3 ships and these are to be chartered very soon.

Cancellation of the big coastwise services leaves only 4 comparatively short-run coastwise lines remaining active in this port. These are the North Carolina Line linking Baltimore with Norfolk and Wilmington, N. C.; the Baltimore, Norfolk and Carolina Line, with service to Norfolk and Charlotte, N. C.; the Old Bay Line to Norfolk and near-by ports; and the Ericsson Line to Philadelphia.—Ignace.

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NEW ORLEANS, LA.

Represented by
Distribution
Service, Inc.
New York Chicago
San Francisco


Douglas Shipside Storage Corporation
Douglas Public Service Corporation

New Orleans, La.
Sprinklered storage—
1,050,000 square feet.
Mds., and Furniture.
Steel track capacity—
100 cars.
Nine warehouses, conve-
nient to your trade.
Loans made against nego-
tiable receipts.
Trucking Department op-
erating 100 trucks.
Insurance Rates 12¢ to
46¢.



NEW ORLEANS, LA.

MALONEY TRUCKING & STORAGE, Inc.

133 NORTH FRONT ST.

An able servant to the PORT OF NEW ORLEANS
Complete warehousing facilities—Distribution—Warehousing—Forwarding—Furnit-
ure—Storage—Cartage—Field Warehouses—Office Space—Display Rooms—
Sprinklered Risks

UNITED STATES AND STATE BONDED

Represented By:

Interlake Terminals, Inc., New York—Chicago
New Orleans Merchandise Warehousemen's Ass'n.



NEW ORLEANS, LA.

T. E. GANNETT, Owner

**Standard Warehouse Company**

100 Poydras St., New Orleans, La.

Complete Warehousing Service

SHREVEPORT, LA.

*The Distribution Center
of ARK.—LA.—TEX.*

SPECIALIZING IN

**MERCHANDISE STORAGE
and POOL CAR DISTRIBUTION**

Modern fireproof facilities with sprinkler system... Private siding... Watchman service... Low insurance rates... Truck connections with all motor freight lines... Courteous, efficient service for thirty-two years... If you want your customers to get the best

In Distribution Services

**HERRIN TRANSFER and WAREHOUSE CO., INC.**

MARSHALL AT DAVIS STREET, SHREVEPORT, LA.

Household Goods Storage and Transfer.

Trucking Delivery Service.

SHREVEPORT, LA.

Terminal Warehouse & Transfer Co., Inc.

Office 629-31 Spring St.

Merchandise and Household Goods Warehouse, sprinklered.
40,000 square feet. Distribution of Pool Cars. Transfers House-
hold Goods.

Member of A.W.A.—May. W.A.—S.W.A.

BANGOR, MAINE

McLAUGHLIN WAREHOUSE CO.

Established 1875

Incorporated 1918

General Storage and Distributing

Rail and Water Connection—Private Siding

Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

MEMBER MAYFLOWER**WAREHOUSEMEN'S ASSN.****Atlantic Storage & Warehouse, Inc.**

P. O. Box 784 71 Kennebec Street Portland, Maine

Warehousing and Distribution of General Mer-
chandise except goods detrimental to foodstuffsModern construction
Sprinkler system protection

Insurance rate 16½¢

A.D.T. Automatic Burglar System

Storage in transit privilege on flour, canned
goods, paper and paper bags

BALTIMORE, MD.

For Details See Directory Issue
Distribution and Warehousing**BALTIMORE FIDELITY WAREHOUSE CO.**

T. E. WITTTERS, President

Baltimore's Most Modern Merchandise Warehouses
Rail and Water FacilitiesPool Car Distribution—Storage—Forwarding
Private Siding Western Maryland Railway

BALTIMORE, MD.

CAMDEN WAREHOUSES

Operating Terminal Warehouses on Tracks of

The Baltimore & Ohio Railroad Co.

A.D.T. Private Watchman, Sprinkler
Storage—Distribution—Forwarding
Tobacco Inspection and Export—Low Insurance Rates
Consign Via Baltimore & Ohio Railroad

BALTIMORE, MD.

MAIN OFFICE: PHILADELPHIA ROAD

U. S. Customs
Bonded Draymen**DAVIDSON
TRANSFER & STORAGE CO.**Household Goods and Merchandise—Storage—Delivery
—Uncrating—Special Flat Bed Trucks for Lift Cases.

Agents: Allied Van Lines . . . Member N. F. W. A.

BALTIMORE, MD.

Martin J. Reilly, Pres. A. Bernard Heine, Vice-Pres.

FIDELITY STORAGE CO.

2104-6-8 MARYLAND AVE.

Baltimore's Modern Fireproof Warehouse

Your Clients Efficiently Served All Collections Promptly Remitted

MOTOR FREIGHT SERVICE

Household Goods Pool Car Distribution Merchandise

Member of N.F.W.A.—Md.F.W.A.—Md.M.T.A.

Agent in Allied Van Lines, Inc.

BALTIMORE, MD.

Norman Geipe**VAN LINES****&
FIRE-PROOF STORAGE WAREHOUSES**

524 to 534 WEST LAFAYETTE AVENUE

BALTIMORE, MD.

The Most Complete Moving and Storage Organization in Baltimore.
MERCHANDISE and HOUSEHOLD GOODS—Two Warehouses con-
veniently located—Packing—Crating—Lift Van—Local storage—
desk space. Long Distance Moving to all points.—Certificates
granted—MC-52452.

Tariff-Independent Movers' and Warehousemen's Assoc.

MARYLAND**SHIPPERS' SERVICE SECTION**

D and W, March, 19

BALTIMORE, MD.

McCORMICK WAREHOUSE COMPANY
 LIGHT AND BARRE
 STREETS
 BALTIMORE, MD.

Concrete sprinklered warehouse centrally located. Private siding handling CL shipments via B&O, WM R.R. and PENN R.R. Low storage and insurance rates. Negotiable receipts issued. Pool car distribution. Motor truck service. Baltimore Port rates on CL via M & M T Co., from New England.

BALTIMORE, MD.**Terminal Warehouse Co.**

Operating four Modern Warehouses on tracks of Pennsylvania Railroad Company.

Trucking Storage
 A.D.T. Watchmen
 Pool Car Distribution
 Financing Bonded Space

Founded
 1893



Resources
 \$750,000

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BOSTON, MASS.**CLARK-REID CO., INC.**

GEO. E. MARTIN, President



GREATER BOSTON SERVICE
 HOUSEHOLD GOODS STORAGE—PACKING—SHIPPING
 OFFICES | 81 Charles St., Boston
 Mass. F.W.A. Conn. W.A. N.F.W.A. A.V.L.

**BOSTON, MASS.****CONGRESS STORES, Inc.**

38 STILLINGS ST.

PERSONAL
 SERVICE

GENERAL
 MERCHANDISE STORAGE

CENTRAL
 LOCATION

Pool Car Distribution

Sidings on N. Y., N. H. & H. R. R.

Protected By
 A.D.T. Service

Member
 Mass. Warehousemen's Assn.

BOSTON, MASS.

Established 1896

PACKING MOVING
 D.W. QUINN CO.
 STORING SHIPPING
 COMPLETE WAREHOUSING FACILITIES
 CONTAINER SERVICE
 Member May W.A.
 46 Bromfield St. 3175 Washington St.

BOSTON, MASS.

CHARLES RIVER STORES
 131 Beverly Street
 Boston and Maine R. R.

ALBANY TERMINAL STORES
 137 Kneeland Street
 Boston and Albany R. R.

DIVISIONS OF

FITZ WAREHOUSE CORPORATION

GENERAL MERCHANDISE STORAGE

Free and Bonded Space

Pool Car Service

Successors to

FITZ WAREHOUSE & DISTRIBUTING CO.

Rail and Motor Truck Deliveries to All Points in New England

* Represented by

NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
 11 WEST 42ND ST., PENN. 6-0967 1525 NEWBERRY AVE., MONS. 5-31

BOSTON, MASS.**Hoosac Storage and Warehouse Company**

Lechmere Square, East Cambridge, Mass.

FREE AND BONDED STORAGE

A.D.T. Automatic Fire Alarm

Direct Track Connection B. & M. R. R.

Lechmere Warehouse, East Cambridge, Mass.

Hoosac Stores, Hoosac Docks, Charlestown, Mass.

Warren Bridge Warehouse, Charlestown, Mass.

BOSTON, MASS.

W. A. KELSO

A. WALTER LARKIN

Pres.

Treas. & Mgr.

C. F. COWLEY, Asst. Treas.

J. L. KELSO COMPANY

Established 1884

General Merchandise Warehouses

UNION WHARF, BOSTON

Free and Bonded Storage

Connecting all railroads via Union Freight Railroad Co.

A.D.T. Service Motor Truck Service

Member of Mass. W. A.

BOSTON, MASS.

MERCHANTS WAREHOUSE CO.
 453 COMMERCIAL STREET CAP. 7760

Central Location. Private railroad siding, connected to all railroads.

Free and Bonded Storage.

A. W. A.

M. W. A.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

BOSTON, MASS.

**QUINCY MARKET COLD STORAGE
 AND WAREHOUSE COMPANY**

Incorporated 1881

178 Atlantic Ave., Boston, Mass.

BOSTON, MASS.

WIGGIN TERMINALS, Inc.

50 Terminal St.

Boston (29)

Mass.

STORAGE

B. & M. R.R.
 Mystic Wharf,
 Boston

N. Y., N. H. & H. R.R.
 Street Stores
 South Boston

BOSTON, MASS.

ESTABLISHED 1830

D. S. WOODBERRY CO.

P. O. BOX 57, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England

TRUCKING & STORAGE

BOSTON & MAINE R.R. SIDING

STORES
R. R.**Boston Waterfront Employers' Group Formed**

The Boston Waterfront Employers' Assn. has been formed to "promote, establish and maintain peaceful and harmonious relations between employers and employees engaged or interested in longshore and other employments relating to the efficient operations of any industry connected with the maritime business of the Port of Boston or any other port in Massachusetts." R. G. Stone, banker, is president. Other officers are: L. F. Whittemore, vice-president; C. W. Ellms, treasurer; and C. C. Patterson, clerk.

The organization will function through a paid manager who will give his full time to the job.—*Wellington*.

Mass. Warehouse Group Approves Waterfront Move

That the newly formed Boston Waterfront Employers' Assn. has real merit was the opinion at the regular meeting of the Massachusetts Warehousemen's Assn., Inc., at its Feb. 17 meeting in Boston. The members were asked to become affiliated with the new organization which includes warehouses and terminals.—*Wellington*.

Exports to So. America by Parcel Post

Exporters on the Pacific Coast are resorting to parcel post to get their goods moved, particularly in shipments to Central and South America. Though commercial shipping is halted or delayed, exporters find that U. S. mail schedules are maintained and are using this means of getting their goods moved in the present state of shipping. The shippers are breaking large consignments of goods into smaller, more convenient lots. Parcel post to South America has increased tremendously. In the Mid-Winter season it doubled in volume as compared with same period a year ago.—*Gidlow*.

Hemp Substitute

American industry may soon have a hemp substitute. Word comes to San Francisco that Mexico will ship to this country large amounts of a commodity called ixtle. Ixtle is a tough fibre made from the agave plant. It has been used in fabricating binder twine, sacks, and similar products. Cutting off of the hemp supply, formerly brought from the Philippines, makes this good news to hemp users.—*Gidlow*.

Air Shipments Must Be Proved Safe

A ruling to prevent the shipment by air express of "anything harmful or dangerous to the aircraft, its passengers, crew or cargo," has been made by the Railway Express Agency, amending its existing tariff to provide that it will not accept any air express shipment until its authorized representatives will have determined such shipment to be safe. Shippers from now on must attach a declaration to their air express shipments making full description of the contents, otherwise shipments are refused.—*Gidlow*.

Factories on the Move

(Continued from page 34)

General Electric Co., Bloomfield, N. J., has leased former plant of Standard Container, Inc., 110-16 Washington St., Bloomfield, with option to purchase. It will be equipped for increased capacity. Standard Container recently acquired a new plant at Rockaway, N. J.

RCA Mfg. Co., Inc., Camden, N. J., has selected tract near Manheim, Lancaster Co., Pa., as site for new plant

LYNN, MASS.**LYNN STORAGE WAREHOUSE CO.**

154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete with every facility and private sidings for the storage and distribution of merchandise, automobiles and household goods. 100,000 sq. feet of space.

Distributors—Packers—Shippers—Movers
Member N.F.W.A.-Mass. F.W.A.

**NEW BEDFORD, MASS.****NEW BEDFORD STORAGE WAREHOUSE CO.**

MAIN OFFICE — 152 FRONT STREET



Large modern warehouses centrally located in wholesale district—specially constructed for storage, handling and distribution of general merchandise.

Storage and Industrial Space for Rent or Lease
Furniture, Storage, Packing and Shipping
Member of NFWA—AVL—American Chain of Whses.

**PITTSFIELD, MASS.****T. ROBERTS & SONS, INC.**

Local and Long Distance Furniture Moving

Fireproof Storage Warehouses
Household Goods Storage — Packing — Shipping
Merchandise Storage and Distribution
Pool Car Distribution

DIRECT R.R. SIDING B. & A. R.R. OR ANY R.R.

SPRINGFIELD, MASS.**Atlantic States Warehouse and Cold Storage Corporation**

385 LIBERTY ST.

General Merchandise and Household Goods Storage
Cold Storage for Butter, Eggs, Poultry, Cheese, Meats
and Citrus Fruits

B. & A. Sidings and N. Y., N. H. & H. R. R. and
B. & M. R. R.

Member { A. W. A.
M. W. A.

Daily Trucking Service to
suburbs and towns within
a radius of fifty miles.

SPRINGFIELD, MASS.

F. G. Mooney, Pres. J. G. Hyland, V.Pres.

HARTFORD DESPATCH H and WAREHOUSE CO., Inc.

ZI BIRNIE AVENUE, SPRINGFIELD, MASS.

U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and
Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut
and Massachusetts daily. Warehouses at Bridgeport and Hartford, Conn.
Members: NFWA—AWA—ACW—AVL Agents

SPRINGFIELD, MASS.**J.J. Sullivan The Mover, Inc.**

Fireproof Storage

Offices: 385 LIBERTY ST.



HOUSEHOLD GOODS STORAGE, Packing,
Shipping, Pool Car Distribution of All Kinds
Fleet of Motor Trucks

A policy of making advertisers contract
for a schedule forces many advertisers to
succeed in spite of themselves.

DETROIT, MICH.

**Central Detroit Warehouse**

Located in the heart of the wholesale and jobbing district, within a half-mile of all freight terminals. Modern buildings, lowest insurance rate in city.

Michigan Terminal Warehouse

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered, serving the west side of Detroit and the city of Dearborn. Specializing in heavy and light package merchandise and liquid commodities in bulk. Connected directly with every railroad entering the city.

Central Detroit Warehouse Co.

Fort and Tenth Streets, Detroit, Mich.

DETROIT, MICH.

DETROIT STORAGE CO.

Established 54 Years

**STORAGE WAREHOUSES
ALL OVER DETROIT**

Local and Long Distance Removals
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-8222

DETROIT, MICH.

**Henry & Schram Storage &
Trucking Company**

"The Warehouse of Service"

MERCHANDISE STORAGE—GENERAL TRUCKING
CAR LOAD DISTRIBUTION



Private Siding on
Wabash—Canadian Pacific—Pennsylvania—Pere Marquette Railways

A.D.T. Aero Automatic Fire Alarm and
A.D.T. Burglary and Fire Protection

"Your Interests Are Always Ours"

1941-63 W. Fort Street

DETROIT, MICHIGAN

to cost in excess of \$650,000 with machinery. Completion of plant is expected in 6 mos.

P. J. Ritter Co., Bridgetown, N. J., canner and packer, has acquired a former cannery plant at Johnston, S. C., and will enlarge and equip for new branch processing and cannery plant.

U. S. Rubber Co., Akron, operating Stark Mills, Hogansville, Ga., tire cords, etc., has purchased local mill of Callaway Mills and will remodel and equip for manufacture of asbestos products.

Ridgewood Steel Co., Temple Bar Bldg., Cincinnati, recently organized, has acquired property of Polak Steel Co., on 71st St., Carthage, Ohio, and will remodel for new plant.

McMillen Feed Mills, division of Central Soya Co., Inc., Fort Wayne, Ind., has purchased the feed mixing plant of Old Fort Mills, Inc., located at Harrisburg, Pa. This plant will serve the Master Mix feed business in the Eastern section of the country. Firm will install additional equipment, rail trackage, and grain storage facilities.—Kline.

MAIN offices of Sure Fit Products Co., textile and allied products, will be moved from Darby, Pa., to 250 W. River St., Bethlehem, Pa., where a branch plant has been located. According to J. L. Lipsky, company head, the firm will probably occupy a new plant in Philadelphia later on, but for the present the main plant will be at Bethlehem.—Kline.

Knight Pottery Corp., Akron, has acquired the plant of the Burley-Winter Pottery Co., Crooksville, Ohio, hitherto unoccupied, and will begin production about March 5.—Kline.

J. L. Fosnight, associated with the Electric Auto-Lite Co. for 24 yrs., has acquired complete control of the U. S. L. Electric Arc Welding division and is now engaged in manufacturing electrode holders and welding accessories, under the name of U. S. Electric Welder Corp., offices at 1224 W. Bancroft St., Toledo. Plans are being made to transfer an arc welding plant to Toledo.—Kline.

Taylor-Winfield Corp. has purchased the plant of the Warren City Tank and Boiler Co., Warren, Ohio, embracing 43 acres and building 200 by 675 ft.—Kline.

National Seal Co. has moved its Midwest warehouse from Chicago to Van Wert, Ohio, where a new plant has been built. Firm is affiliated with the National Motor Bearing Co., Oakland, Cal.—Kline.

**Lack of Cotton Warehousing
Costly to Growers**

North Carolina agricultural college specialists, who have been studying cotton marketing practices of Tar Heel state farmers, have discovered that only 3 per cent of the cotton raised in North Carolina's coastal plains area is stored in warehouses prior to sale. Approximately 52 per cent of that section's cotton production is stored on farms and 31 per cent at gins. The report covering the investigation states that practically all cotton held on farms or at gins is usually left lying on the ground, exposed to the weather. This practice, the agricultural authorities point out, is costly, since deterioration caused by sun, wind and rain, causes cotton buyers to make deductions when bargaining with farmers. Warehousemen interested in developing new business in this direction will have to do considerable educational work, but will find support in the statement in the college report that "Cotton not sold or ginned should be stored in a place where it will be protected from the weather and moisture of the ground."—Slawson.



GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit service, offering every facility known to modern distribution.

New Ultra-Modern Plant
Trunk Line Terminal Complete Service
Continent-wide Connections

DETROIT, MICH.

John F. Ivory Stge. Co., Inc.

MOVING—PACKING—SHIPPING
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

DETROIT, MICH.

Facing the Busiest Thoroughfare in

DETROIT

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

JEFFERSON TERMINAL WAREHOUSE
DETROIT 1900 E. Jefferson Ave. MICHIGAN

DETROIT, MICH.

Established 1882

RIVERSIDE STORAGE & CARTAGE CO.

Cass & Congress Sts., Detroit, Mich.
Household Goods and Merchandise Storage
Moving—Packing—Shipping
Personal Service Guaranteed
Members — A.W.A. — N.F.W.A. — Allied Van Lines



DETROIT, MICH.

AN ASSOCIATED

Member A.W.A.



DETROIT, MICH.

Members N. F. W. A.

Wolverine Storage Company, Inc.

11850 E. Jefferson Ave.

STORAGE AND MOVING, PACKING
AND SHIPPING

Agent for Allied Van Lines, Inc.

LANSING, MICH.

Established 1919

FIREPROOF STORAGE CO.

430-440 No. Larch St., Lansing, Mich.
Merchandise and Household
Goods Storage
—Modern Fireproof Building—
Pool Car Distribution—Private Siding
P.M.R.R.
Trucks for Local Deliveries
Member of A.W.A.—May.W.A.



LANSING, MICH.

LANSING STORAGE COMPANY

The only modern fireproof warehouse in
Lansing exclusively for household storage.

RUG—TRUNK—SILVER VAULTS

WE KNOW HOW
440 No. Washington Ave.

(Member of Allied Van Lines, Inc.)



LANSING, MICH.

MICHIGAN BUTTER & EGG CO.

703 E. Kalamazoo St.,
Cold Storage & Merchandise Warehouse
Pool Car Distribution
Private Siding Michigan Central R. R. and
Pere Marquette R. R.



AMERICAN WAREHOUSEMEN'S ASSOCIATION

BRANCH HOUSE SERVICE
... AT WAREHOUSE COST

- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

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1840 No. Michigan AvenueRepresented by
ALLIED DISTRIBUTION INC. CHICAGO
NEW YORK 11 WEST 42ND ST. PHN. 6-0966 1525 NEWBERRY AVE., MONROVIA

SAGINAW, MICHIGAN

MINNEAPOLIS, MINN.

Kedney

A.W.A.—N.F.W.A.—Minn. N.W.A.
STORAGE
MDSE. & HOUSEHOLD GOODS
WAREHOUSE CO.
617 WASHINGTON AVE., NO.

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ALLIED DISTRIBUTION INC. CHICAGO
NEW YORK 11 WEST 42ND ST. PHN. 6-0967 1525 NEWBERRY AVE., MONROVIA

MINNEAPOLIS, MINN.

Member of

New York Chicago
MINNEAPOLIS TERMINAL WAREHOUSE CO.
STORAGE — TRUCKING — POOL CAR
DISTRIBUTION
Complete Facilities At The Three Important Centers
Minneapolis Midway St. Paul

MINNEAPOLIS, MINN.

Packing and Forwarding Local and Long Distance Moving House—
hold Goods Storage a Specialty.

Minneapolis
Van & Warehouse Co.
106 FIRST AVENUE NORTH, MINNEAPOLIS

MINNEAPOLIS, MINN.

CENTRAL and COMPLETE FACILITIES . . .
NORTHWESTERN TERMINAL CO.
600 Stinson Blvd. Minneapolis
Member: MINNEAPOLIS N. W. A.

Merchandise warehouse completely sprinklered—U. S. Custom and State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 15 trucks, 10 tractors and 35 semi-trailers—complete motor equipment.

ROCHESTER, MINN.

903 6th St., N. W. Phone 5286

CAREY TRANSFER & STORAGE
Bonded Warehouses
Complete Warehouse Facilities for Storage & Distribution
MERCHANDISE
Experienced Organization and Equipment for
MOVING, PACKING AND STORING
HOUSEHOLD GOODS
Modern Buildings. Private Siding CGWR Co.
MOTOR TRUCK SERVICE
Assoc. Minn. N.W.A.—Mayflower Warehousemen's Assn.

ST. PAUL, MINN.

Kedney

STORAGE
MDSE. & HOUSEHOLD GOODS
WAREHOUSE CO.
8th and John Sts.

Represented by
ALLIED DISTRIBUTION INC. CHICAGO
NEW YORK 11 WEST 42ND ST. PHN. 6-0967 1525 NEWBERRY AVE., MONROVIA



AMERICAN WAREHOUSEMEN'S ASSOCIATION

A COMPLETE WAREHOUSING SERVICE

Merchandise Storage — Cold Storage

Pool Car Distribution

Industrial Facilities

Situated in the Midway, the center of the Twin City Metropolitan area, the logical warehouse from which the Twin Cities and the Great Northwest can be served from one stock, with utmost speed and economy. No telephone toll charge to either city.

CENTRAL WAREHOUSE COMPANY
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Represented by DISTRIBUTION SERVICE, INC.

210 E. N. Water St. CHICAGO
Phone: Superior 71802 Broadway NEW YORK CITY
Phone: Bowline Green 9-0986625 Third St. SAN FRANCISCO
Phone: Sutter 3461

JACKSON, MISS.



RICKS STORAGE CO.

BONDED WAREHOUSEMEN

Complete Warehouse Facilities for Storage and Distribution MERCHANDISE

Experienced Organization and Equipment for MOVING, PACKING and STORING HOUSEHOLD GOODS

Modern Buildings, Sprinklered. Private Siding ICRR Co. Low Insurance Rate

MOTOR TRUCK SERVICE

JOPLIN, MO.

SUNFLOWER LINES, INC.

Successors to Tonnes Transfer & Storage Co.

1027-41 Virginia Ave.

Joplin, Mo.

Distribution and storage of merchandise Fireproof warehouses—Motor van service

On railroad siding—Lowest insurance rates

PACKING—STORAGE—SHIPPING



KANSAS CITY, MO.

In Kansas City

it's the A-B-C FIREPROOF WAREHOUSE CO.

Distribution Cars are so handled as to carefully safeguard your own interests and those of your customers.

Three Fireproof Constructed Warehouses
Member of N.F.W.A. Agents, Allied Van Lines, Inc.

KANSAS CITY, MO.

Merchandise Storage - Low Insurance Rates - Pool Car Distribution - Freight Forwarders and Distributors via rail or daily motor service to entire Southwest.

MEMBER OF
American Warehousemen's Association • American Chain of Warehouses • Chamber of Commerce

ADAMS
TRANSFER & ADAMS STORAGE CO.
228 - 236 West Fourth St.

KANSAS CITY, MO.

Established 1880

CENTRAL STORAGE CO.

Efficient, Complete Merchandise Warehousing Service

Office—1422 ST. LOUIS AVE.

(West 10th Street)

In Center of Wholesale and Freight House District

KANSAS CITY, MO.

Financing
CROOKS TERMINAL WAREHOUSES
"Kansas City's Finest Warehouses"
A.D.T. BURGLAR ALARM
LOWEST INSURANCE RATES
COOL ROOM FACILITIES
BEST RAILROAD FACILITIES
IN THE HEART OF THE FREIGHT HOUSE AND WHOLESALE DISTRICT
Operating
Brokers' Warehouse, Security Warehouse, Terminal Warehouse

Transit Privileges

(Continued from page 27)

Cleaning, Grading or Sacking, etc.—Under this arrangement, various commodities are shipped into the transit point for the purpose of cleaning, drying, grading, inspection, milling, picking, sacking, storing, weighing, etc. and are subsequently reshipped as dried beans, peas, bean or pea meal, etc.

Compression of Cotton—Cotton, in uncompressed bales, is shipped into the transit point where compression machinery is located and it is there compressed into bales of greater density. The machinery is too costly for each grower to buy and, therefore, compression in transit arrangements have been established at concentration points throughout the cotton growing region. It is a universal practice and is a commercial necessity.

Concentration—Cotton, eggs, dairy products and packing-house products are shipped from the production regions to concentration points, which are usually located at primary markets, and then reshipped to consuming centers.

Copper, metals and minerals—They are permitted milling, storing and refining in transit privileges while enroute from mines to ultimate destination.

Creosoting—Shipments of lumber, piles, poles, cross ties and other forest products are stopped in transit for creosoting while enroute to ultimate destination.

Fabrication—Applies to shipments of iron or steel bars, beams, channels, columns, girders, masts, plates, etc. They are forwarded to the transit point for bending, bolting, boring, cutting, drilling, planing, punching, riveting, etc. This is used extensively in the movement of structural pieces for bridges, towers, smokestacks, etc. because the site of the structure is far removed from the mills and it is commercially inexpedient to set up fabrication machinery at the site.

Finishing—Shipments of unfinished articles, such as wooden handles, etc. are finished or dressed at the transit point.

Grain and Grain Products—The milling of grain in transit is universal throughout the country and is the transit privilege most extensively used.

Import and Export—Shipments of import and export freight are stopped in transit for processing, packing and storing.

Livestock—There are various transit privileges applicable to shipments of livestock. Under the transit privilege of feeding, livestock is brought from farms and ranges to the transit point for the purpose of fattening before being shipped to market. Similarly, shipments of livestock are stopped off for the purpose of drenching (when hogs are overheated, they are drenched with water to return their temperature to normal), grazing (livestock is permitted to rest enroute to market) and watering.

Loading and Unloading—Practically every commodity that is shipped can be stopped in transit at some point to complete loading or to unload a portion of the car.

Logs, Lumber, Lath and Shingles—Shipments of lumber and other forest products are stopped at the transit point for the purpose of assorting, dressing, inspection, milling, resawing, storage, drying, etc.

Molasses and Syrup—Shipments of these commodities move into the transit point for the purpose of grading, blending, mixing, etc.

Naval Stores—Shipments of these commodities move into the transit point for the purpose of concentration, conversion and storage.

Nuts (edible)—Shipments of this commodity move into the transit point for the purpose of storage, bleaching, cleaning, polishing, grading, etc.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

KANSAS CITY, MO.

STORAGE AND DISTRIBUTION



300,000 sq. ft.
Trackage on
three railroads
Truck docks—
Low Insurance

Merchandise Warehouses, Inc.

ST. LOUIS AVE.
& MULBERRY ST.

KANSAS CITY, MO.

Established 1903

POOL CAR TERMINAL—Spacious, enclosed, sheltered loading Dock, facing wide Street in Wholesale and Shipping District on B&O-Alton Railroad siding.

MERCHANDISE STORAGE — GENERAL CARGAGE
Sprinklered—A.D.T. — Fleet modern Equipment

THE ONLY WAY TRANSFER & WAREHOUSE CO.
1400-10 St. Louis Avenue

KANSAS CITY, MO.

Morris M. Stern, Pres. & Treas.
Norman J. Sipe, V. P. & Secy.



WALNUT WAREHOUSE, Inc.

2020-24 Walnut St.



"Right in the Midst of Business"

Most modern warehouse in Kansas City with excellent facilities for efficient service.

Catering to national accounts.

MEMBER: A.W.A., C.W., Mo.W.A., K.C.W.A.



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

COMPACT

A one-word description of our modern warehousing facilities—large enough to meet the requirements of any shipper, yet so compactly organized that all the usual annoying details of wide-spread organizations are eliminated.

Even the city is compact, when viewed from our location—all the important business districts can be reached in 15 minutes. We operate a continuous distribution service, city wide and county coverage, with an up-to-the-minute fleet of motor trucks.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

S. N. LONG WAREHOUSE
ST. LOUIS, MO.



COMPACT
COMPLETE
COMPETENT

ST. LOUIS, MO.

Merchandise Storage and Distribution.

Track Connections with All Rail and River Lines.

Offices:
New York
Murray Hill 9-7645
Chicago
Randolph 4458



**RUTGER STREET
WAREHOUSE, INC.**

MAIN & RUTGER STS.
A.D.T. Burglar & Sprinkler Alarms.
200,000 Sq. Feet of Service
BONDED

Low Insurance

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HASTINGS, NEBR.

1876

1942



BORLEY'S Storage & Transfer Co., Inc.

Pool Car Distribution

FIREPROOF BONDED
STORED OR SHIPPED

LINCOLN, NEBR.

1889 53 Years of Continuous Service 1942

Merchandise and Household Storage—Pool Car Distribution
We operate Thirty Trucks and have connections to all points in the State.
Our buildings are clean, both Fire and Non-Fireproof, located on the lines of
the C. B. & Q.—Mo. Pacific and Union Pacific with all other lines entering
other cities, absorbing switching.

We are Bonded by the State—Our Rates are reasonable. We solicit your business
and guarantee satisfaction. Investigation invited.

SULLIVANSTransfer & Storage Co.
Lincoln, Nebr.
301 N. 8th StreetGrand Island Storage Co.
Grand Island, Nebr.
311 W. 4th Street

LINCOLN, NEBR.

UNION TERMINAL WAREHOUSE CO.

900 NO. 16TH ST., LINCOLN, NEBR.

Merchandise Storage and Pool Car Distribution. 100,000
sq. ft. of space. Private siding O.L.&B. Consign shipments
via any RR. Free switching.

Member of A.W.A.—Lincoln T. & W.A.

OMAHA, NEB.

FORD

STORAGE & MOVING COMPANY

Omaha, Nebraska

1024 Dodge Street
Omaha's most modern, centrally located warehouse. Fireproof construction—Fully
sprinklered—Low Insurance. Sidings on I.C. R.R. and U.P. R.R. U.S. Customs
Bond. General Merchandise—Cooler Storage—Household Goods Storage. Also oper-
ates modern facilities in Council Bluffs, Iowa. Our own fleet of trucks for quick
deliveries.

Member of N.F.W.A. and A.W.A.

Represented by
ALLIED DISTRIBUTION INC
11 WEST 42ND ST. PENN 6-0966 CHICAGO
1525 NEWBERRY AVE. MONS531

Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

GORDON

Storage
Warehouses, Inc.

Merchandise and Household Goods

Four modern, sprinklered warehouses, located on trackage. We handle pool
cars, merchandise and household goods. Trucking service. Let us act as
your Omaha Branch.

Main Office, 702-12 So. 10th St., OMAHA, NEBR.

Member: A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

Driemeier Storage, St. Louis,
Acquires New Property

The A. Driemeier Storage and Moving Co. of St. Louis has purchased the building and ground formerly owned and occupied by the North St. Louis Planing Mill Co. at 3616-30 Carter Ave. (At Grand).

As soon as extensive alterations and modernizations have been completed, the purchaser will use the buildings (2 brick and several frame) which contain 35,000 sq. ft. of floorspace, for offices of the company and for storage of furniture. The site fronts 170 ft. on the South side of Carter avenue and 400 ft. on the East side of Oberar avenue.

The A. Driemeier Storage and Moving Co., of which A. H. Driemeier Sr. is president, has been in business for more than 50 yrs. Its present offices are at 3615 No. 20th St. The purchase price was reported to have been \$36,000.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

OMAHA, NEB.

Member: American Chain of Warehouses, Inc.

KNOWLES STORAGE CO.

901-911 Davenport St.

MERCHANDISE — HOUSEHOLD GOODS

Complete Warehousing and Distribution Service.

Fireproof Building ... Trackage ... Motor Trucks

OMAHA, NEB.

202-812 Leavenworth Street

MOREWOOD WAREHOUSE

Exclusive Merchandise

Complete Distribution—Storage Facilities

MANCHESTER, N. H.

Make Our Warehouse Your Branch Office for
Complete Service in New Hampshire

NASHUA, N. H.

CONCORD, N. H.

McLANE & TAYLORBonded Storage Warehouses
Offices 624 Willow St.General Merchandise Storage & Distribution, Household
Goods, Storage, Cold Storage, Unexcelled Facilities.
Pool Car Distribution
Direct R. R. Siding, Boston & Maine R. R.

NASHUA, N. H.

Manchester, N. H. — Concord, N. H.



JOHN W. McLAUGHLIN

Bonded Fireproof Storage

OFFICE — 9 OTTERSON ST. — WAREHOUSE

Household Goods & Fur Storage
Moving—Packing—Shipping—Rigging

HOBOKEN, N. J.

INCORPORATED IN 1881

CAMPBELL STORES

GENERAL MERCHANDISE

Stipulated & Non-Stipulated Warehouses

Rail-Sidings — Bulkheads — Piers

Main Office — 14th STREET

HOBOKEN, N. J.

HOBOKEN DOCK CO.

General Offices: No. 1 Newark St.

General Merchandise Storage and Distribution

Piers—Railroad Sidings—Factory Space

Correspondence Invited

JERSEY CITY, N. J.

HARBORSIDE

Rail-Water

TERMINAL

27 million cubic feet of office, manufacturing and ware-
housing space in the heart of America's greatest indus-
trial center—metropolitan New York.

Warehousing . . . Industrial Space . . . Cold Storage . . . Bonded Stores

. . . Storage in Transit . . . Distribution and Transhipment.

HARBORSIDE Warehouse Co., Inc.

26 Exchange Place, Jersey City, N. J. (Bergen 4-6000)

NEW YORK OFFICE: 66 Hudson St. (Barclay 7-6600)

NEWARK, N. J.

MEMBER: N.J.F.W.A. and N.F.W.A.

PACKING!

MOVING!

STORAGE!

dependable since 1860

KNICKERBOCKER

STORAGE WAREHOUSE COMPANY

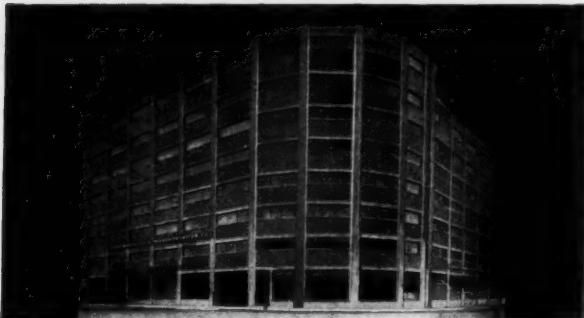
96 to 106 ARLINGTON STREET 74 to 76 SHIPMAN STREET

Wm. R. Mulligan, Pres. James E. Mulligan, Sec'y and Mgr.



AMERICAN WAREHOUSEMEN'S ASSOCIATION

"KEEP UP WITH THE MODERN DAY
... DISTRIBUTE THE LEHIGH WAY"



"LEHIGH WAREHOUSE offers an all-inclusive responsibility for complete distribution within this vast industrial area of 26,000,000 people. Twenty years serving the largest nationally known manufacturers proves a sound, progressive organization of distribution specialists."

NEWARK — MAIN OFFICE—98 108 FRELINGHUYSEN AVE.—250,000 sq. ft. Fireproof reinforced concrete and steel const. Floor load, 250 lbs. Sprinkler sys.; A.D.T.; Watchman; Ins. rate, 6.4¢. Siding on Lehigh Valley; and switching to and from Penn. R.R. Cap., 18 cars. Sheltered motor plat.; Cap., 20 trucks.

ELIZABETH—BRANCH—820 NEWARK AVE.—sq. ft. Fireproof, reinforced concrete const. Floor load, 250 lbs. Sprinkler sys.; local alarm sys.; Watchman; Ins. rate, 6.4¢ up to 16.7¢. Siding on Penn. R.R. Cap. 30 cars. Sheltered motor plat.; Cap., 30 trucks

SERVICE FEATURES—Bonded; Licensed. U.R. Whs. Ass.: U.S. Int. Rev.; U.S. Cust.; State. All employees bonded. Pool car distributors. Motor terminal and transport service; Company operated fleet of motor trucks covering the Metropolitan area with a regular delivery service; Licensed and bonded trucks maintained to transport liquor and imported merchandise. Special trucks and crews for delivery and installation of electric refrigerators, washing machines, etc.

Albert B. Drake
President

Established 1919

LEHIGH WAREHOUSE AND TRANSPORTATION CO., INC.

NEWARK, N. J.

Member of N.J.M.W.A.

Newark Central Warehouse Co.

General Offices: 110 Edison Place, Newark, N. J.

In the heart of Newark—serving New Jersey and the entire Metropolitan Area. Sprinklered—low insurance rates. Central R.R. of N. J. 30 car siding, 25 motor truck delivery platform. Motor Freight Terminal. Merchandise automobile storage—branch office facilities.

POOL CAR DISTRIBUTION

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PENN 6-0067 1925 NEWBURY AVE. MONS 3535

PATERSON, N. J.

Industrial Warehouse & Storage Co.

Specializing in Textile Warehousing

8 Morris Street, Paterson, N. J.

220 Straight Street, Paterson, N. J.

Sprinklered throughout—watchman service—fire-proof buildings
Rail and truck facilities—North, South, East, and West
Telephones: Sh. 2-1916-7; Ch. 4-5616-7 N. Y. Office: 450 7th Ave.

PATERSON, N. J.

Established 1896

ROBERT H. McDONALD CO.

General Offices: 156-21ST AVE.

General Merchandise Storage and Distribution for Northern New Jersey

Specializing in the distribution of canned merchandise to wholesale grocers

Pool Car Distribution—R. R. Siding D. L. & W. R. R.

ALBUQUERQUE, N. M.

SPRINGER TRANSFER COMPANY ALBUQUERQUE

Operating the Only Fireproof Storage Warehouse
in New Mexico

Complete and efficient service in distribution, delivery or storage of general merchandise or furniture.

Member of N.F.W.A.—A.W.A.

ALBANY, N. Y.

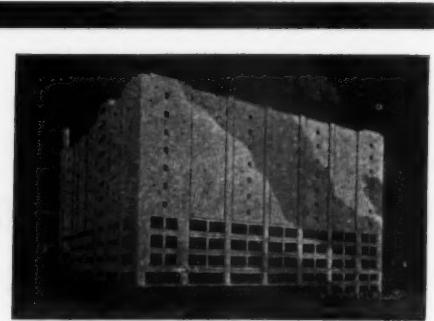
Albany Terminal & Security Warehouse Co., Inc.

Main office: 1 Dean Street

Storage for every need. Pool cars a specialty. Available storage space for rent if desired. Direct track connections with all railroads running into Albany.

Member American Warehousemen's Association

ALBANY, N. Y.



Central Warehouse Corporation Colonie and Montgomery Sts.

Albany, N. Y.
Telephone 3-4101

General Merchandise — Cooler and sharp freezer Cold Storage; also U. S. Custom Bonded space available. Office and storage space for lease. Fireproof construction with very low insurance rate. Storage in Transit privileges. All classes of modern warehouse and distribution service rendered.

COLD STORAGE — DRY STORAGE DISTRIBUTION

ALBANY, N. Y.

McARDLE & CASAZZA

Albany, N. Y.

STORAGE WAREHOUSES

Moving—Trucking—Crating—Shipping—Packing—Pool Cars
Distributed
Daily freight service throughout Capitol District.

ALBANY, N. Y.

JOHN VOGEL Inc.

FIREPROOF WAREHOUSES
OFFICES, 11 PRUYN ST.

HOUSEHOLD GOODS — STORAGE AND SHIPPING
FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS
POOL CAR DISTRIBUTION OF MERCHANDISE
YOUR ALBANY SHIPMENTS CAREFULLY HANDLED
Collections promptly remitted

BROOKLYN, N. Y.

LEHIGH WAREHOUSE & TRANSPORTATION COMPANY, INC.

Established 1919

Albert B. Drake, President
BROOKLYN WAREHOUSE — 184-198 Kent Avenue, Brooklyn, N. Y. 250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs. Sprinkler system A.D.T. Watchman. Insurance rate, 7.2¢. Private siding B.E.D.T.B.H. switching to and from all lines entering N. Y. Harbor. Capacity 60 cars. Motor truck platform capacity 20 tons.
SERVICE FEATURES—U. S. Custom Bonded. Pool car distributors. Motor Terminal and transport service; fleet of motor trucks serving metropolitan area daily—Licensed and bonded trucks maintained to transport liquors and imported merchandise. Dry storage and temperature controlled rooms. Dock facilities for tugs and barges. See Newark, New Jersey for additional facilities

New Ordinance Passed in St. Louis

The Board of Alderman of the City of St. Louis recently passed City Ordinance 42217, requiring a certificate of convenience and necessity from the Board of Public Service, in order to engage in the public moving of household goods and office furniture and fixtures. Under the new law, which is patterned closely after the various state Motor Truck regulatory laws, it becomes necessary for the public movers to show cause for convenience and necessity.

The ordinance further provides for the filing of acceptable public liability policies in \$5,000 and \$35,000 limits, as well as cargo policies of not less than \$1,000 limit.

In order to further assure the proper service to the public, it becomes necessary for movers to have annual inspection made by the director of streets and sewers of all authorized motor equipment to assure proper and safe mechanical condition of vehicles. Type of vehicles permissible is definitely defined as requiring permanent roof, with fully enclosed sides, either of permanent panels or curtain to assure full protection from weather. Proper loading pads are a definite requisite.—*Hoag*.

St. Louis "L" Tracks**to Stay**

No action will be taken until after the war on the proposal to remove the elevated tracks on the Mississippi River front in St. Louis, according to an announcement of the Terminal Railroad Assn. in its answer to the city officials who made the proposal. It was thought that any work like this at this time would only hinder the free flow of rail traffic. The cost, it was estimated, would be about \$7,000,000.—*Hoag*.

Buffalo Warehouse Leases**Large Space in Pierce Arrow Plant**

Buffalo Merchandise Warehouses, Inc., Buffalo, N. Y., has leased nearly 400,000 sq. ft. of floorspace in five buildings of the former Pierce Arrow plant in Buffalo. The space will be used for the storage of commodities. With this lease, only about 500,000 sq. ft. of floorspace remains idle.—*Toles*.

U. S. Takes New York's**Free Trade Zone Piers**

New York warehousemen were relieved of their famous Free Trade Zone headache on Feb. 9, when Judge Matthew T. Abruzzo signed an order in U. S. District Court in Brooklyn, giving the Federal Government immediate possession of the city's waterfront property and piers in Tompkinsville and Stapleton, Staten Island, which have been operated under lease as a free trade zone.

Harry T. Dolan, counsel for the Government, said that the War Dept. regarded acquisition of the property as necessary. The city and lease-holders may file their claims for damages May 13 and commissioners will fix their compensation.

The N. Y. Foreign Trade Zone Operators, Inc., of 17 Battery Place, has been operating the property as a free trade zone since 1938. The 4 piers, which are 1,400 ft. in length and whose entire length is occupied by warehouses, were built during the John F. Hylan administration in the belief that the export trade would be greatly stimulated after the World War and the city would derive great revenue from them.

The export trade failed to develop beyond the capacity of existing port facilities and for many years the piers lay idle. The equipment, in the hands of the N. Y. Foreign Trade Zone Operators, Inc., proved useful not only in ordinary commerce but in providing a depot to which prospective refugees from Europe might ship

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

BROOKLYN, N. Y.

Established 1860



Peter J. Reilly's
Fireproof Warehouses
401-501 Bergen St.
"First Moving Fans in America"
Modern Depository for the Storage of Household Goods

BUFFALO, N. Y.**ACCEPTANCE WAREHOUSE CO.**

General Offices—166-182 Chandler St.



General Merchandise Storage and Distribution
Refrigerated Rooms
Fireproof, Sprinklered, Watchman's Service
New York Central Siding 5 Cars—Loading Dock 18 Trucks

BUFFALO, N. Y.**GENERAL MERCHANDISE STORAGE—DISTRIBUTION**

RAIL-LAKE-CANAL TERMINALS

INTERIOR WAREHOUSES
100% HEATED—SPRINKLERED

600,000 SQUARE FEET
100 CAR SIDINGS
ERIE—NYC—BFLO CREEK RR

STEVEDORE CONTRACTORS

HEATED SPACE OFFICES—MANUFACTURING

BUFFALO MERCHANDISE WAREHOUSES, INC.

1200 Niagara St.

BUFFALO, NEW YORK

BUFFALO, N. Y.**Economical Storage and Shipping****KEYSTONE WAREHOUSE CO.**

SENECA AND HAMBURG STREETS, BUFFALO, N. Y.

Served by Great Lakes Transit Corp. Steamers,
N. Y. Barge Canal Lines and all R. R.'s.
Capacity 50 cars daily. Pool car distribution.
One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

BUFFALO, N. Y.**Knowlton Warehouse Co.**

50 Mississippi Street, Buffalo, N. Y.

POOL CAR DISTRIBUTION
MERCHANDISE STORAGE
PRIVATE SIDING

BUFFALO, N. Y.

Let us care for your needs in Buffalo

LARKIN WAREHOUSE INC.

BUFFALO, N. Y.

Specializes in handling pool cars. Lowest insurance rates
No cartage on railroad shipments. Stores autos and general merchandise

GOVERNMENT BONDED WAREHOUSE

BUFFALO, N. Y.**LEDERER TERMINALS**

... HAVE SOMETHING IN STORE for you ...

LOCATED IN NIAGARA FRONTIER FOOD TERMINAL

BUFFALO, N. Y.


**LEONARD
WAREHOUSES**

Offices - 163 Georgia St.

Household Furniture—Storage and Removals—
Local, Long Distance — Special Storage and
Handling of Electrical Appliances for Merchandising Purposes.

Member
B.W.A.—
Mayflower
W.A.

BUFFALO, N. Y.

**Salesminded
THE MARKET TERMINAL WAREHOUSE**

Schoellkopf & Co., Inc.
102 Perry St.

BUFFALO, N. Y.

**GENERAL MERCHANDISE—COLD STORAGE
WAREHOUSE**

Cargo-Handling
Rail-Lake and Barge Terminal
96 Car Track Capacity
1500 Feet Private Dock



Financing—
Distribution
Auto Dealers
Warehousing
Service
Office and Factory Space

**TERMINALS & TRANSPORTATION
CORPORATION**

275 FUHRMANN BLVD. BUFFALO, N. Y.

BUFFALO, N. Y.

WILSON WAREHOUSE, INC.

Gen. Offices: 290 Larkin St.

General Merchandise Storage and Pool Car Distribution

Fireproof Buildings

Low Insurance rate.

N.Y.C. Siding

Branch office facilities.

Represented by
ALLIED DISTRIBUTION INC.
11 WEST 42ND ST., PENN. 6-0948
1525 NEWBERRY AVE., MONROVIA

ELMIRA, N. Y.

A. C. RICE STORAGE CORP.

2—WAREHOUSES—2

MERCHANDISE—HOUSEHOLD GOODS

Pool Cars—Truck and Van Service

MEMBER

AWA—NEWA—ALLIED VAN LINES

FLUSHING, L. I., N. Y.

Established 1805

Flushing Storage Warehouse Company

135-28 39th Avenue, Flushing, N. Y.

Fireproof Warehouses

Moving, Packing, Storing and Shipping of Household Goods and Office Equipment. 10 blocks from L. I. Railroad Corona Freight Station. Serving Jackson Heights, Elmhurst, Corona, Whitestone, College Point, Bayville, Douglaston, Great Neck, Little Neck, Port Washington, Manhattan, Hempstead, Garden City.

Members of the A.V.L.—N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

HEMPSTEAD, L. I.

HARRY W. WASTIE—Vice-Pres. & Gen. Mgr.

HEMPSTEAD STORAGE CORP.

GENERAL OFFICES, 237 MAIN STREET
Branch Warehouse No. 2—209 Nassau Road, Roosevelt, L. I.

FIREPROOF STORAGE WAREHOUSES

For household goods, merchandise, Pool car distribution.
Storage for furs, clothing, etc.

Local and Long Distance moving. Serving all of

Long Island.

Member of N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

Agents for Allied Van Lines, Inc.



their belongings to await their arrival. A good many of the shippers failed to claim their property, probably because they failed to get out of Europe, and such goods were sold at public auction at the piers.

The N. Y. Foreign Trade Zone Operators, Inc., sought to renew its lease for 5 yrs. after a recent court decision had invalidated the existing lease. The corporation offered an annual rental of \$60,000 plus 1 per cent of the first \$380,000 of gross receipts, exclusive of labor service; 70 per cent of all additional gross revenue, exclusive of labor service and 2 per cent of the gross receipts from labor service.

It was the highest offer received by the city, but the Board of Estimate, before which the matter came up several times in January, postponed action, giving rise to reports of the purpose of the Federal Government. At that time Harry S. Radcliffe, executive secretary of the National Council of American Importers, Inc., wrote to Mayor F. H. LaGuardia, asking that if the War Dept. took over the piers, some of the area might be reserved for commercial purposes.

The slips at the piers, originally dredged to a depth of 35 ft., have silted up somewhat. The water there is said to be about 28 or 30 ft. deep at present. There was a report abroad that the Federal Government intended to dredge the slips to a depth of 40 ft., which would accommodate the largest vessels.

The War Department has decided to permit the continued operation of the zone on a limited basis. Little space is available and the thought is that in order to continue on a practical basis, 500,000 sq. ft. will be necessary. There are but 4 piers, one of which is given over in part to an important plant for the processing of tungsten ore. Each pier contains about 120,000 sq. ft. on each of its 2 decks. Importers feel that 2 piers are at least necessary for the adequate functioning of the area for their use. It is also pointed out that since at present, goods are actually stored on the piers themselves, warehouse space would have to be built to replace the storage space of the piers taken over by the Army.

T. W. Haskell, manager of the Merchants Warehouse Co., Boston, has been requisitioned by the Government to supervise the work of tonnage removal from the N. Y. Free Port to make way for Government needs.

New York State Canal Deepening

It was announced recently that War Department North Atlantic Division engineers have recommended a \$500,000 project for deepening concrete locks in the Barge Canal between Waterford and Oswego to 13 ft.

Col. J. N. Hodges, division engineer at N. Y. C., said the report also favored increased allotments above an amount originally set at \$3,295,000, to increase the clearance height of bridges over the improved waterway.

Both projects were asked by the State canal division, Public Works Dept., to give canal vessels full advantage of the 14-ft. channel nearly completed between Albany and Oswego.

Capt. Arthur W. Brandt, DPW superintendent, said he has asked for a copy of the recommendations. The 13-ft. depth of water over lock sills would be sufficient to handle vessels on a 14-ft. channel, he said, since vessels in the locks float on an even keel. The Barge Canal depth was 12 ft. until the new project was undertaken in 1935. Work on the 14-ft. channel between Albany and Troy was continued until recent cold weather.

Under War. Dept. procedure the district engineers' recommendations go to the chief of engineers for

(Concluded on page 85)

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KEW GARDENS, L. I., N. Y.

Telephone, Republic 9-1400

Kew Gardens Storage Warehouse, Inc.
Motor Vans, Packing, Shipping
Fireproof Storage Warehouse
9330 Van Wyck Boulevard at Atlantic Ave.
Richmond Hill, N. Y.



NEW ROCHELLE, N. Y.

Moving, Packing Storing, Shipping



O'Brien's Fireproof Storage Warehouse, Inc.
Packers and Shippers of Fine Furniture
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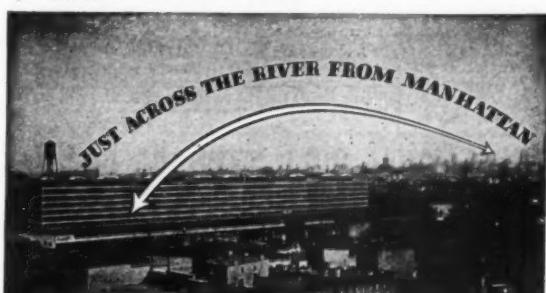
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84 For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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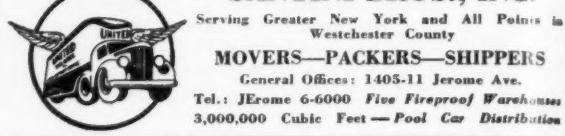
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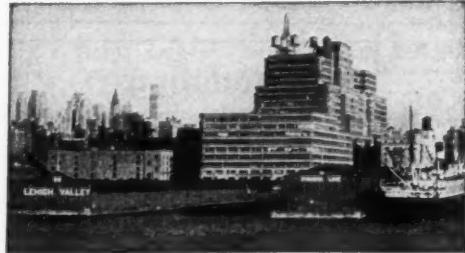
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Foreign Lift-Van Service

(Concluded from page 82)

rivers and harbors and if approved, go to Congress for authorization in a rivers and harbors bill. The new budget carries \$20,626,600 for rivers and harbors improvements as defense measures which will mean ample funds for continuance of the work on the canal system.

Port of Oswego

Speaking recently before the New York Division of Railroad Enthusiasts, Inc., New York City, Joseph Doctor discussed the O & W situation and its relation to the port of Oswego. He said in part:

"This road really starts nowhere, goes nowhere, avoids all large industrial centers, and ends nowhere. When its anthracite mines got into financial difficulties and folded up, the earnings of the road fell off so rapidly, the road was soon in financial difficulties.

"However, there is a bright side to its future, and that is its management. If it is humanly possible for the road to be put on its feet, the trustee, Frederick E. Lyford, and his assistants will accomplish it. They have already offset most of the anthracite loss by building up the so-called bridge traffic and they are energetically trying to build up the Port of Oswego.

"When I saw the Welland Canal being enlarged years ago, I felt Oswego would be greatly benefited because it would be the natural terminus of the Great Lakes; well, I overlooked the Port of Buffalo and the fact that the main lines of the important roads go direct to Buffalo; so why should Oswego be given any consideration?

"True, it would be of great benefit to the O & W, but the latter did not have any funds. However, sheds, etc., have just been completed at Oswego by the O & W, and this should help the road when water transportation opens up.

"For many years, I have felt there should be a car ferry from Oswego to a connection with the roads on the other side of Lake Ontario, and traffic should move to Cornwall, by water, rail to Oswego, car ferry and rail West on differential rates, instead of the present route, water, New York to New London, rail North and then West. If you will study these routes, it will illustrate what I have said previously regarding geographic and economic advantages not being able to get established.

New York Export Traffic Increasing

According to records maintained by George C. Randall, chairman of the special port traffic committee of the Assn. of American Railroads, at 30 Vesey St., New York City, export traffic handled through the Port of New York has reached the volume of the peak days of the first World War and is steadily increasing.

Mr. Randall, who has been working with port officials and representatives of Federal agencies since the beginning of the emergency in 1940, keeping the port free of congestion, said that the volume of export traffic brought by rail to all Atlantic ports from Hampton Roads to Portland, Me., had also exceeded the coastal totals for 1918, the peak year of the first World War.

Despite the volume, there is no congestion in the New York district, although a huge quantity of reserve commerce is kept in closed and open storage here for immediate shipment when ship tonnage is available.

Port officials said, that due to several factors there is a shortage of ship tonnage at present, but the cargoes backing up in prepared storage spaces around the port are being stored "according to plan." Congestion and confusion were emphatically denied.

Randall said, "The popular belief that the place is cluttered up is untrue."

Federal officials agreed that it was a wise policy to keep a backlog of shipments ready for instant handling

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studied and freight shipments
given best routing. Ordinarily, it
is difficult for the most efficient traf-
fic department to know all changes in
distant parts of the country.

against the day when a convoy of freighters appear unannounced, ready to carry out thousands upon thousands of lease-lend tons. They cited an instance in December when a large fleet of ships appeared in the harbor, and because reserve shipments were ready there was no delay in loading.

Moreover, the reserves will be on hand when the Maritime Commission's "forced draft" building program starts sending ships into service at an ever-increasing rate during 1942.

Randall said the total Atlantic Coast figure for 1941 was 414,429 export carloads brought into the various ports by rail. It compares with 416,011 carloads during 1918. New York handled on an average about 70 per cent of the Atlantic Coast tonnage, he said.

During December the export movement by rail for the Port of N. Y. reached a rate of 1,300 carloads a day, about 15 per cent higher than a year ago.

As of Feb. 1, the storage figures for the port district were 5,300 carloads on covered piers and 6,011 on open piers and ground storage. The latter areas are along railroad right-of-way stretches near the city, where principally boxed trucks, steel and iron are kept. With 11,311 carloads thus stored the port still has room for 10,000 more stored carloads, 1,700 on covered piers and 8,300 on open piers and in the ground areas.

The stored volume is by no means static. When there is space available, the waiting cargo is drawn upon, since it is of a "staple" type and can be sent to any of the countries receiving lease-lend aid; and the cleared space is filled later when other carloads come in from the mills and factories.

About a month ago a survey was made of the stored cargo, on a day when the total in storage was 8,600 carloads, and it was found that only 139 cars, representing roughly 1.5 per cent, had been dropped prior to last July 1.

Randall mentioned another figure depicting the increase in cargo handling. Selecting Dec. 27 as a representative day for the last month of the year, he reported that on that day there were 12,000 carloads of export material "on wheels" in the N. Y. port area. On an average day the total volume "on wheels" was 8,800.

Shipping men said recently that the mounting production of the Nation had naturally exceeded the ability to ship. Following Pearl Harbor there was considerable shifting of vessels to emergency routes; more American ships were requisitioned by the Government for urgent service, with the result that there was a temporary slowdown in the shipping of foreign commerce.

The Nation's production rate is still increasing, and no one knows when shipping space will again match it. The shipbuilding industry is expected to send out 2 ships a day by the middle of the year and the rate scheduled for next years is 3 a day.

On the matter of storage of this material, rail lines operating to the N. Y. harbor are pushing for an important revision of charges for ground storage of coarse carload freight eastbound, and certain westbound material such as rails, angle bars, and steel piling.

The proposal is to increase the ground storage on straight carloads from 6½c. to 65c. and on mixed carloads to \$1 per ton, net or gross, as rated for the first 30 days or fraction thereof, while for each succeeding 30 days or fraction thereof, the charge is to be increased from 6½c. to 7c. per ton. The \$1 per ton rate, net or gross, is made where the freight is ordered in mixed lots or where the outbound material weight is less than that of the inbound shipment or where the freight is delivered to trucks.

The 1942 operations of the combined Great Lakes Transit and the MAT line's new interests will eliminate sailings in and out of the Port of Milwaukee as now planned, but will have full service between Buffalo and Chicago.

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A warehouse service that embodies every modern facility for the storage and distribution of Household Goods and Merchandise—Motor Freight Service—Door to door delivery at Dayton, Springfield and Columbus daily.
Member of A. W. A.—O. W. A.

**TOLEDO, OHIO****CAPACITY**800—CARS COLD
400—CARS DRYPRIVATE SIDINGS
N.Y.C. AND
B&O. RR'S**GREAT LAKES TERMINAL WAREHOUSE CO.**

321-359 MORRIS ST.

TOLEDO, OHIO

COMPLETE WAREHOUSE FACILITIES

TOLEDO, OHIO**Merchants and Manufacturers Warehouse Co.**

15-29 So. Ontario St.

Center of Jobbing District



Sprinklered Fireproof Building—100,000 Square Feet—Dry Storage—
70,000 Cubic Feet Cold Storage—Private siding Nickel Plate Road—
Free Switching—Merchandise Storage—Pool Car Distribution—
Negotiable receipts—Transit Storage Privileges—Low Insurance
Rates—City delivery system.

TOLEDO, OHIO**"QUICK SHIPPERS"****TOLEDO TERMINAL WAREHOUSE, INC.**

128-138 VANCE STREET, TOLEDO, OHIO

Merchandise storage . . . Pool car distribution . . .
Fireproof . . . Private siding Nickel Plate Road . . .
Free switching . . . Negotiable receipts . . . Trans-
it storage arrangements . . .
Motor truck service . . . Located in Jobbing District . . .



MEMBERS: American Warehousesmen's Association

Ohio Warehousesmen's Association

Toledo Chamber of Commerce

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PHILA. 6-0947 1525 NEWBERRY AVE. MICHIGAN



**ATTENTION
SHIPPIERS**

Often goods are damaged in transit. The warehouse carefully checks each incoming lot and includes carrier's inspection report with receipt for claim purposes. The goods always reach the customer in good condition.

Robinson, Portland, Leases

Robinson's Transfer & Storage Co., Portland, Ore., has leased a 50 by 100-ft., 2-story building at 415 N. W. 11th Ave., to be used for storage assembling and merchandise distribution.—Haskell.

**West Coast Moves
To Ease Situation**

One of the first moves to ease the situation in transportation resulting from the suspension, first of this year, of intercoastal steamship services, was the organization of a rail pool car service, set up to go into operation immediately the cessation of water service was announced. The rail pool car service was principally to handle canned goods ordinarily taken care of by steamship.

When the suspension order came Jan. 21, the Association of American Railroads estimated that about \$0,000 more railroad cars annually would be required to take care of the traffic overload coast to coast that formerly had been carried by water. Only 39 of the vessels remained to be suspended by the order of a normal fleet of 150 which had traveled between the Atlantic and the Pacific through the Panama Canal. The vessels left in service by the war requisitioning program were moving mainly lumber, steel and iron products, the lumber moving East, the metals West. Intercoastal service was suspended during the first world war, but the canal was only opened in 1916 so this transportation was relatively new.

While the original suspension order at the end of January called for total cessation of intercoastal shipping, later advices hint that some, if not complete, resumption of services may be looked for by April, with occasional "spot" coast-to-coast vessels being worked. These occasional trips will be made possible when an offshore vessel is to be tied up in port for some time because her regular war cargo is not ready.

Railroad executives say that the additional tonnage can be handled by them, pointing out that the rails have already been moving seven-eighths of the freight formerly handled by the intercoastal fleet. This means they will only have to take care of the remaining one-eighth, most of which, they say, will be westbound. They claim that 4 out of 5 Westbound cars moved empty, therefore, the additional freight will not tax the rails too severely.

The Howard Terminal pool car plan was drawn in anticipation of the intercoastal suspension, which was expected as far back as last Autumn. Accordingly, at that time, steamer canned goods pool cars were supplemented with rail service to points handled exclusively by steamers.

Howard Terminal will charge 11 cents per 100 lbs., it is announced, over the carload rate to any point to which cars are forwarded. Included in this rate is assembling and car loading at the Terminal in Oakland, Cal.; car unloading and segregation by lots for delivery at agent's warehouse platform at destination. There will be several additional charges, i.e., for each enclosure receipt issued regardless of weights or number of packages, 50c.; and a charge of 25c. per barrel or keg, maximum charge \$10 for labor and dunnage supplied in securing barrels or kegs when loaded to cars. The Terminal has issued a schedule for the principal cities, with probable forwarding dates, the schedules to be issued weekly and mailed to shippers on request from Howard Terminal, Oakland.

In order to preserve intact for the duration of the war, West Coast steamship facilities and personnel, a committee of 5 San Francisco shipping executives has been set up, with the aim of allocating tonnage on a fair basis to the various companies and agencies. This "war plan" was suggested by the Maritime Commission and placed before West Coast shipping men by E. J.

OKLAHOMA CITY, OKLA.

Established 1889



GENERAL WAREHOUSING AND DISTRIBUTION

TULSA, OKLA.**JOE HODGES FIREPROOF WAREHOUSE****Merchandise Storage—Pool Car Distribution****Located in Center of Tulsa Wholesale District****Member: A.W.A., N.F.W.A. and American Chain of Warehouses****PORLAND, ORE.****Colonial Warehouse and Transfer Co.**

Operating Public and Custom Bonded Warehouses

Licensed under the U. S. Warehouse Act

Merchandise, Storage and Distribution

Private Siding Free Switching Sprinklered

1132 N. W. GLISAN STREET

**PORLAND, ORE.**

H. M. CLARK, Pres.

HOLMAN TRANSFER COMPANY
STORAGE **DISTRIBUTION**

SINCE 1864

1306 N.W. Hoyt St.

A.W.A.—O.S.W.A.

PORLAND, ORE.J. H. CUMMINGS, Pres.
MERCHANDISE, STORAGE &
WAREHOUSING**Northwestern Transfer Co.****General Forwarding Agents**

SPECIAL ATTENTION GIVEN TO POOL CARS

Our private siding is served by all railroads

1504 N.W. Johnson St., Portland, Oregon

Estab. 1888

PORLAND, ORE.**OREGON TRANSFER COMPANY**

Established 1868

1238 Northwest Glisan Street Portland, Oregon

U. S. BONDED and PUBLIC WAREHOUSES

Merchandise Storage and Distribution

Lowest Insurance Rates—Sprinkler Equipped

Member A. W. A.

Eastern Representatives Distribution Service, Inc.

PORLAND, ORE.COVER THE NORTHWEST
THROUGH**RUDIE WILHELM WHSE. CO., INC.****U. S. Bonded—Concrete Building—A. D. T. Sprinkler System****Complete Facilities for Storage and Distribution****of All Commodities**Free Switching from All Railroads Portland's Lowest Insurance Rates
New York, 271 Madison Ave. Member A.W.A.

In the event of fires or strikes at home, stocks in warehouses close to the market make it possible to serve customers without interruption.

PENNSYLVANIA

SHIPPERS' SERVICE SECTION

D and W, March, 1942

HARRISBURG, PA.



Inc. 1902

HARRISBURG STORAGE CO.

Fire Retardant & Fireproof Warehouses

P.R.R. Sidings

Pool Car & Delivery Service

Represented by
THE AMERICAN CHAIN OF WAREHOUSES, INC.

HARRISBURG, PA.

KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.



EST. 1915

KARN'S STORAGE, INC.

MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

LANCASTER, PA.

LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,
Forwarding
Manufacturers' Distributors, Carload Distribution, Local
and Long Distance Moving
Member of May.W.A.

PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

FENTON STORAGE CO.

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fenco"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute
pool cars of household goods. Prompt remittance.

Assoc. N. F. W. A., Can. S. & T., P. F. W. A.

PHILADELPHIA, PA.

Established 1865

GALLAGHER'S WAREHOUSES

708 South Delaware Avenue

Storage in Transit

Direct Sidings—Penna. RR. and Reading RR.

Pool Car Distribution

Represented by Associated Warehouses, Inc.

New York City and Suburban Chicago

52 Vanderbilt Ave. Murrayhill 9-7645 549 W. Randolph St.
Randolph 4458

PHILADELPHIA, PA.

2,100,000 Square Feet

MERCHANTS WAREHOUSE CO.

10 Chestnut St.

Phone: LOM. 8070

11 modern buildings in leading business sections. Served by
all R.R.'s. Loading and unloading under cover. Storage-in-
transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

Bradley, representing the Division of Emergency Shipping. The following is the nominated committee, forwarded to the Maritime Committee in Washington:

F. A. Bailey, executive vice-president, Matson Line; W. J. Bush, assistant operating manager, American President Lines; T. C. Greene, manager, Norton, Lilly & Co.; J. E. Cushing, president, American-Hawaiian Steamship Co., and Charles L. Wheeler, executive vice-president, McCormick Steamship Co.

The "war plan" follows to some extent a British system which is said to be working well.

Details of the tonnage allocations to the various Pacific Coast lines may be made public later on by the USMC.

It is also understood that a similar "war plan" for the preservation of the identity of Eastcoast steamship lines will be tried on the Gulf and Atlantic Coasts—Gidlow.

Sugar Form PD-279

for "Receivers"

A. E. Bowman, head of the Sugar Section, War Production Board, has announced that copies of Form PD-279 are available for all "Receivers" of sugar who are required to make an election as to their source of supply under the terms of paragraph (f) of the Sugar Order, M-55.

After March 1, 1942, no receiver of sugar may accept deliveries from both Primary and Secondary Distributors. The Sugar Order defines a "Receiver" as any person who at any time during 1941 purchased sugar from a Primary Distributor. Each Receiver who during 1941 accepted deliveries from both Primary and Secondary Distributors must therefore elect from which he intends to obtain his supplies after March 1. Mr. Bowman pointed out that this election was to be made known to distributors by Feb. 20, 1942. Form PD-279 must be filed with the War Production Board by March 2 and constitutes formal notice of the election.

If a Receiver required to make this election decides no longer to purchase from Secondary Distributors, he must give notice of this fact to the Secondary Distributors from whom he purchased sugars in 1941. The Secondary Distributors so notified are required to deduct the amounts sold the Receiver from the quantities of sugar resold during 1941 by them in each period to find the bases which determine their 1942 allotments.

On the other hand, Receivers who elect no longer to purchase from Primary Distributors must notify the Secondary Distributors from whom they intend to obtain their supplies of their intention, together with the amounts of sugar obtained from Primary Distributors in 1941. Secondary Distributors so notified are to add these amounts to their statements of sugars resold in 1941 to obtain the total quantities upon which their 1942 quotas will be based.

Form PD-279 will constitute the formal notice to the War Production Board of the election which is made, and is to be submitted prior to March 2, 1942.

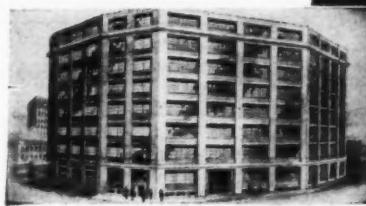
**Cane Sugar Refining
Industry Advisory Committee.**

Formation of a Cane Sugar Refining Industry Advisory Committee was announced at Washington, D. C., Feb. 23, by the Bureau of Industry Advisory Committees. A. E. Bowman, Chief of the Sugar Section of the War Production Board, is Government presiding officer.

Members of the committee are: Ellsworth Bunker, National Sugar Refining Co., New York; J. F. Abbott, American Sugar Refining Co., New York; L. Compiglia, California and Hawaiian Sugar Corp., San Francisco; Thomas Oxnard, Savannah Sugar Refining Co., Savannah; H. E. Worcester, Revere Sugar Refining Co., Boston; C. W. Taussig, Sucrest Co., New York; Charles Godchaux, Godchaux Sugars, New Orleans; W. C. Kemper, Sterling Sugars, Inc., Franklin, La.; and E. W. Colman, Inland Sugar Co., Milwaukee, Wis.



13 MODERN WAREHOUSES



serving PHILADELPHIA AND VICINITY with Economy and Dispatch!

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

rates. Special provision is made for the storage of household goods.

Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

Write for Particulars

TERMINAL WAREHOUSE COMPANY

DELAWARE AVENUE AND FAIRMOUNT • PHILADELPHIA



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2 Broadway, NEW YORK CITY
Phone: Bowling Green 9-0986

625 Third St., SAN FRANCISCO
Phone: Sutter 3461

219 E. North Water St., CHICAGO
Phone: Sup. 7180

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BUELL G. MILLER, President

MILLER

North Broad Storage Co.

BROAD & LEHIGH & BRANCHES
Member P.M.T.A., C.F.M.A. of Pa.

PITTSBURGH, PA.

W. J. Dillner TRANSFER &
STORAGE CO.

STORAGE, PACKING, CRATING AND SHIPPING
POOL CAR DISTRIBUTION
LONG DISTANCE HAULING
2748 West Liberty Ave., Pittsburgh, Pa.
Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.
Agent for Allied Van Lines, Inc.



PITTSBURGH, PA.

DUQUESNE WAREHOUSE CO.

Office: Duquesne Way and Barbeau St.
Merchandise Storage & Distribution

Members A.W.A.

PITTSBURGH, PA.

Established 1911

EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—
Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104
Company Owned Vehicles—Steel and Concrete Terminal
Cooling Room Space for Perishables.

PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices: Cor. 4th & Chestnut Sts., Philadelphia
WARREN T. JUSTICE, President

MEMBER: American Chain of Warehouses • American Warehousemen's Association • Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St., Tel. Hanover 2-1954
J. W. Terreforte, 250 Park Ave., Tel. Plaza 3-1235

CHICAGO: W. J. Marshall, 53 W. Jackson Blvd.
Tel. Harrison 1496

KINGSPORT, TENN.



UNITED WAREHOUSE AND TRANSFER
547 East Main Street
Merchandise and Household Goods Storage

Moving, Crating, Shipping
Pool Car Distribution
Member M.W.A.

KNOXVILLE, TENN.

FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee

135,000 square feet on Southern Railway tracks.
Equipped with Automatic Sprinkler
Insurance at 13¢ per \$100.00
per annum.
Pool Cars distributed.
MEMBERS American Warehousemen's Ass'n
PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.

S. S. DENT, Owner

General Warehouse Co.

421 So. Main St.

"Good housekeeping, accurate records,
Personal Service"
Located in the center of the Jobbing &
Wholesale District

Sprinklered
Private R. R. siding
Low Insurance
Perfect service

MEMPHIS, TENN.

Benton T. Grills, Sec'y. & Mgr.

NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouses"

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Merchandise Storage & Pool Car Distribution
Local Delivery Service

A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo. Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

W. H. DEARING, General Manager

John H. Poston Storage Warehouses

ESTABLISHED 1894

671 to 679 South Main St.

Insurance Rate \$1.25 per \$1,000 per Annum
Merchandise storage, dependable service, free switching, Local cartage delivery, Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler. A.D.T. watchmen.

Personnel and Obituary

(Continued from page 36)

in New York until he joined OPA. He has a background of transportation and related experience. He was with the I.C.C., first in its bureau of traffic and service and later as an examiner in the bureau of formal cases.

Edward S. Brashears

EDWARD S. BRASHEARS, 59, prominent attorney for motor carriers and an authority on transportation law, died the latter part of January in Washington, D. C., as a result of uremic poisoning which followed an attack of grippe.

Mr. Brashears aided in drafting the trucking code under the NRA and played a major role in forming the finally-approved version of the Motor Carrier Act. He was general counsel of the American Trucking Associations, Inc., from its inception until 1937.

George A. Tomlinson

GEORGE A. TOMLINSON, 75, Cleveland lake shipping and rail executive, died Jan. 24 in Pasadena, Cal. Though he had dropped many industrial positions

MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.

UNITED WAREHOUSE & TERMINAL CORP.

Warehouse No. 1
137 E. Calhoun Ave.
Warehouse No. 2
138-40 St. Paul Ave.

Memphis, Tennessee

Storage (Mdse.)—Pool Car Distribution—Local delivery service—Office Space.
In the heart of the wholesale district and convenient to Rail, Truck and express terminals. Eight car railroad siding—(N.C.&ST.L. and L.N.W.)—Reciprocal switching. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

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BOND, CHADWELL CO.

MERCHANDISE
WAREHOUSE.
RAIL, TRUCK
AND RIVER
TERMINAL.



NASHVILLE, TENN.

521 Eighth Ave., So.

Central Van & Storage Co.

MERCANTILE AND HOUSEHOLD STORAGE

WAREHOUSE STOCK and POOL CAR DISTRIBUTION

Automatic Sprinkler System—Centrally Located

NASHVILLE, TENN.

ESTABLISHED 1886

THE PRICE-BASS CO.

194-204 Hermitage Ave.

MERCHANDISE STORAGE

Automatic Sprinklered—Spot Stock and Pool Car Distribution—Private Siding

BEAUMONT, TEXAS

TEXAS STORAGE COMPANY

656 Neches St. Beaumont, Texas

Merchandise and Household Goods
Warehouse, Concrete Construction
30,000 Sq. Ft. Distribution of Pool Cars
Transfer Household Goods
Agent for A.V.L. Member of N.F.W.A.—G.W.T.A.

CORPUS CHRISTI, TEXAS

CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE
adjacent to docks NAVIGATION DISTRICT NO. 1

Storage

Distribution

Drayage

96,400
Sq. Ft.

MERCHANDISE EXCLUSIVELY

Law
Insurance
Rates

Sprinklered

o Represented by
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CHICAGO
1525 NEWBERRY AVE. MICHIGAN

Member: Southwest Warehouse and Transformer's Ass'n

CORPUS CHRISTI, TEXAS

Robinson Warehouse & Storage Co.
General Offices: 1500 N. Broadway, Corpus Christi

Specialists in
General Merchandise Storage—Pool Car Distribution
Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .
Daily and overnight common carrier Motor Freight Service to Houston, San Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.
Expert handling; inquiries invited.

DALLAS, TEXAS

In Dallas It's Blayen-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve you with over 75,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



BINYON-O'KEEFE
Fireproof Storage Co.
Dallas

Associated with Distribution Service, Inc.



DALLAS, TEXAS

ESTABLISHED 1875

DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.

Second Unit Santa Fe Building, Dallas, Texas

Modern Fireproof Construction—Office, Display, Manufacturers, and Warehouse Space



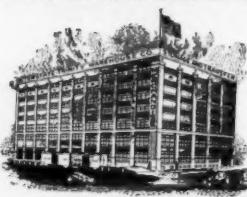
Operators of the Lone Star Package Car Company (Dallas and Fort Worth Divisions)
H. & N. T. Motor Freight Line Agents for Allied Van Lines, Inc.
A.W.A., N.F.W.A., American Chain of Warehouses
MEMBERS Southwest Warehouse & Transfermen's Assn. Rotary Club



DALLAS, TEXAS

INTERSTATE-TRINITY WAREHOUSE COMPANY

301 North Market St., Dallas



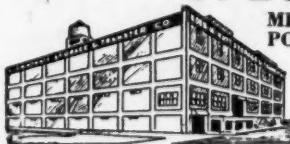
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NEW YORK ALLIED DISTRIBUTION INC.
11 WEST 42ND ST. PENN. 6-0967

Merchandise Storage and Distribution
Household Goods Storage, Moving & Packing
Long Distance Hauling

R. E. ABERNATHY, Pres.
J. H. CHILES, Vice-Pres.

CHICAGO
1525 NEWBERRY AVE. MON 5-531

DALLAS, TEXAS

SPECIALIZING

MERCHANDISE STORAGE
POOL-CAR DISTRIBUTION
SERVING THE GREAT SOUTHWEST AREA
EVERY ACCOUNT IS PERSONALLY SUPERVISED BY THE MANAGEMENT

KOON-MCNATT STORAGE & TRANSFER CO.
911 MARION ST.

CONTRACT OPERATORS FOR ALL RAIL LINES AND UNIVERSAL CARLOADING & DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly
for Dallas Shippers

DALLAS, TEXAS

**Merchants Cold Storage of Dallas**
Bonded

470,000 Cu. Ft. Cold Storage Space
Pool Car Distribution

1301-7 Broom St. P. O. Box 5088

DALLAS, TEXAS

A Complete Merchandise Warehouse Service

MORGAN WAREHOUSE, INC.

Houston Street at McKinney Avenue

Merchandise Storage—Warehouse Space For Rent

The business address of a number of the largest manufacturers in the world. A splendid modern plant. A strategic distribution center. A highly specialized organization placing at your command the finest SERVICE that skill and willingness can offer.

DALLAS, TEXAS

Warehouses—FT. WORTH—DALLAS

TEXAS AND PACIFIC TERMINAL WAREHOUSE CO.

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION

Sprinklered A. D. T. Supervised

Cooler Rooms

Enclosed Parking lot for Customers' Automobiles and Trucks
Member SWA

LOW INSURANCE RATES

EL PASO, TEXAS

"Bankers of Merchandise"
"Service With Security"

International Warehouse Co., Inc.

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El Paso, Texas

Lowest Content Insurance Rate
Fireproof Storage of Household Goods, Autos & Merchandise. State & Customs Bonded. Private Trackers. T. & P. and So. Pac. Ry. Pool Car Distribution—Motor Truck Services.

Incorporated in 1920
Members—NFWA—SWTA—Agent for Allied Van Lines, Inc.

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In Fort Worth it's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve you with over 90,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since 1875

BINYON-O'KEEFE
Storage Co.

Since 1875

Fort Worth
Associated with Distribution Service, Inc.

FORT WORTH, TEXAS

A Complete Merchandise Warehouse Service

MERCHANDISE STORAGE—COLD STORAGE—POOL CAR DISTRIBUTION—FRISCO R.R. SIDING MODERN—FIREPROOF WAREHOUSE

JOHNSON STORAGE & DISTRIBUTING CO., INC.

AND
JOHNSON MOTOR LINE

FT. WORTH, TEXAS

801 W. VICKERY BLVD.

in the past few years, he was still president of the companies owning 11 ships which were operated as the Tomlinson Fleet, chairman of the Pere Marquette RR., and director of the Wheeling & Lake Erie RR., Good-year Tire and Rubber Co., Cleveland Baseball Co., and the People's Commercial and Savings Bank, Bay City. Within the past year, he retired as chairman of the American Ship Building Co., which has 7 yards on the Great Lakes, and 2 yrs. ago he gave up the presidency of the Great Lakes Towing Co., which operates harbor tugs in all important ports on the Great Lakes, except Milwaukee.

The first Tomlinson lake freighter was built in 1901, and from then on he continually built, bought, operated, and sold vessels. He became head of the Cleveland and Buffalo Transit Co. and director of numerous marine companies on the Great Lakes.—Kline.

Edward Mills Hoadly

EDWARD MILLS HOADLY, 76, president of the Virginia Bonded Warehouse Corp., Richmond, died Jan. 27 after a brief illness. Mr. Hoadly had been president of the warehouse for over 20 yrs. He was born in Cincinnati. His father was governor of Ohio in the early 1880's. Mr. Hoadly was for many years a civil engineer with the Chesapeake & Ohio R.R., and had been a resident of Richmond for more than 35 yrs. Survivors include his widow, a daughter, grandson and niece.

Jewell Van de Water, 48, for the past 30 yrs., traffic manager of the Ohio Cultivator Co., Bellevue, Ohio, died Jan. 25 of a heart attack.—Kline.

Orrin A. Evans, 67, traffic manager of the A. C. Williams Co., Ravenna, Ohio, for 49 yrs., died at Cleveland Jan. 26 after a brief illness.—Kline.

March, 1942

9 and W., March, 1942

SHIPPERS' SERVICE SECTION

TEXAS

FORT WORTH, TEXAS

Agents—ALLIED VAN LINES, INC.

Storage, Cartage, Pool Car Distribution

O. K. Warehouse Co., Inc.

255 W. 15th St., Fort Worth, Tex.



HOUSTON, TEXAS

BINYON-STRICKLAND

WAREHOUSES, INC.

Merchandise Storage — Pool Car Distribution
Centrally Located — Lowest Insurance Rate
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts. Houston

HOUSTON, TEXAS

FEDERAL WAREHOUSE COMPANY

1260 National Street Houston, Texas

Sprinklered Warehouses, 30 Car Spot
One Floor—therefore reasonable handling
and storage rates

HOUSTON, TEXAS

Better Warehousing in HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale,
leather, rail and truck terminal district. Most conveniently located for interior
shippers' trucks; well trained personnel; cooler space.

HOUSTON CENTRAL WAREHOUSE CO.
Commerce and San Jacinto Houston, Texas

a Representative by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PENN 6-0966 1525 NEWBERRY AVE. MONS 5-5331

HOUSTON, TEXAS

Houston Terminal Warehouse & Cold Storage Company

General Storage Cold Storage U. S. Custom Bonded
A. D. T. Service Pool Car Distribution

Office Space Display Space Parking Space

Lowest Insurance Rate

New York Representative
Phone PLaza 3-1235

Chicago Representative
Phone Harrison 1496

HOUSTON, TEXAS

PATRICK TRANSFER & STORAGE CO.

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen
Shipside and Uptown Warehouses
Operators—Houston Division
Lone Star Package Car Co.



1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.
State and Local Assn.

HOUSTON, TEXAS

In the Heart of the Business District, Use

QUICK SERVICE WAREHOUSE & COLD STORAGE, INC.

102 SAN JACINTO STREET AND 2410 COMMERCE STREET

Represented by
CONSOLIDATED WAREHOUSES

Fireproof Construction — 8 & 9¢ Insurance Rate
Merchandise Storage — Cold Storage & Cooler Vaults
U. S. Custom Bonded — Packing Rooms
Pool Car Distribution
MOP SIDINGS

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION

COMMERCIAL STORAGE—
OFFICE SPACE — PARKING SPACE

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W. E. FAIN, Owner and Manager
Established 1901

TEXAS WAREHOUSE COMPANY

Forty Years
Under Same Continuous Management

MERCHANDISE EXCLUSIVELY
Pool Car Distribution Sprinklered Throughout
A.D.T. Supervised Service

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Agent for Allied Van Lines, Inc.

UNION Transfer & Storage Co.

1113 Vine St. P.O. Box 305
Forwarding and Distributing

MERCHANDISE STORAGE

Warehouses Sprinklered Throughout
Supervised by A.D.T. Service.

SERVICE THAT COUNTS



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Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

— Office Space —

New York Representatives: Chicago Representatives:
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2 Broadway 219 E. North Water St.
Members A.W.A. and State and Local Associations.

HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

WESTHEIMER

Transfer and Storage Co., Inc.

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses
Merchandise & Household Goods Storage—Pool Car Distribution—
Lift Van Service—20 car lengths of trackage.

Agent for Allied Van Lines, Inc. Members N. F. W. A.
State and Local Assn.

SAN ANTONIO, TEXAS

MERCHANTS Household Goods
TRANSFER & STORAGE CO.

Complete Storage and Distribution Service

over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

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Muegge-Jenull Warehouse Co.

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FIREPROOF

POOL CAR DISTRIBUTORS

STORAGE AND DRAYAGE

Dependable Service Since 1913

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Agent for Allied Van Lines, Inc.

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DISE - COLD STORAGE -

CARTAGE -

DISTRIBUTION

INSURANCE RATE -- 10c

Members of 4 Leading Associations



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SOUTHERN TRANSFER & STORAGE CO.

Specialists in Merchandise Distribution

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SHIPPER'S SERVICE SECTION

D and W, March, 1941

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POOL CAR DISTRIBUTION
MERCANDISE AND COLD STORAGE

SALT LAKE CITY, UTAH

CENTRAL WAREHOUSE

Fireproof Sprinklered

Insurance rate 18c. Merchandise Storage. Pool Car Distribution.

Office Facilities.



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Merchandise Storage and Distribution

Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space

Insurance Rate 11 Cents

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Represented by

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New York—Chicago—San Francisco

SALT LAKE CITY, UTAH

Storage—Pool Car Distribution

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Est.

328 West 2nd South

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72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily. 90% Co-Ins. rate 19 1/2 per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

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SALT LAKE CITY, UTAH

"This is the Place"

FOR BETTER SERVICE
SECURITY STORAGE & COMMISSION CO.

230 S. 4TH WEST STREET

Over 35 Years' Experience

Merchandise Warehousing - Distribution
Sprinklered Building - Complete Facilities
Lowest Insurance Cost - A.D.T. Watchman Service
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AUTOMOBILE STORAGE

MERCANDISE

NEW-BELL STORAGE CORPORATION

NORFOLK, VIRGINIA

MODERN SPRINKLER EQUIPPED WAREHOUSE

30,000 SQUARE FEET PRIVATE RAIL SIDING

Lowest Insurance Rate in Norfolk. Pool Car Distributors

WE SPECIALIZE IN MERCANDISE STORAGE

AND DISTRIBUTION

AGENTS AERO MAYFLOWER TRANSIT COMPANY

Member N.W.A. & S.W.A.



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Serving—Va. Beach, Ft. Monroe, Newport News, Williamsburg and Tidewater Virginia.

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Norfolk's Finest Fireproof Furniture Warehouse
Motor Van & Lift Van Service
Collections — Distribution

Member—NAT'L F. W. A.—ALLIED VAN LINES

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Established 1892

SOUTHGATE
STORAGE COMPANY, Inc.

For economical storage and distribution you will want to know more about our individualized services. Our fireproof warehouses are in the Southgate Terminal, on the waterfront and in the center of Norfolk's wholesale district. Served by all rail, water and motor lines.

Write for Booklet—"7 POINT DISTRIBUTION"

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64 Years of Uninterrupted and Expert Service

BROOKS TRANSFER and STORAGE CO., Inc.

1224 W. Broad Street, Richmond, Va.

Three Fireproof Storage Warehouses—\$10,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Shipping of Household Goods—Private Railroad Sliding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Line.

Member of N. F. W. A.—A. V. L.—A. T. A.

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Freight Hauling — Contractors Hauling

Specializing in

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Quick Handling of Stop Over Cars—Prompt Returns
Complete Facilities for Motor Freight Lines

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THE W. FRED. RICHARDSON
Security Storage Corporation

PACKING FOR SHIPMENT

Local and Long Distance Movements

ESTABLISHED 1897

Agent for Allied Van Lines, Inc.

RICHMOND, VA.

180,000 Sq. Ft. Space

VIRGINIA BONDED WAREHOUSE CORPORATION

ESTABLISHED 1908

1709 E. CARY ST.

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INSURANCE RATES 20c PER \$100 PER YEAR

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Finance and Storage

Pool Car Distributors

General Merchandise Storage

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ROANOKE, VIRGINIA

ROANOKE, VA.

ROANOKE PUBLIC WAREHOUSE

Capacity 500 Cars



Private Railroad Siding

Automatic Sprinkler
Accurate AccountingWe make a Specialty of Storage and Pool Car Distribution
for Agents, Brokers and General Merchandise Houses.

Member of American Chain of Warehouses

SEATTLE, WASH.

"SEATTLE'S SHIPSIDE WAREHOUSE"

ACHESON TERMINALS
FOOT OF JACKSON STREETAffiliated with Seattle's largest draying service—200 Black Ball trucks
and trailers. Covering all ports of Puget Sound via Black Ball ferries
and Black Ball Freight Service.

R. J. ACHESON, PRESIDENT

SEATTLE, WASH.

EYRES TRANSFER & WAREHOUSE CO.

A Seattle Institution—53 years of outstanding service

Cartage — Distribution — Storage

Highest financial rating; new fireproof, A.D.T. sprinkled
buildings; lowest insurance rate (10c); modern equipment.

"The Shippers' Open Door to Alaska and the Orient"

10% Increase in Wash.

Storage Rates

The Washington State Warehousemen's Assn. had their petition for increase in rates ranging from 15 to 25 per cent acted upon by the State authorities late in February—with effectiveness of the new rates to come in March. A 10 per cent increase has been granted instead of the amounts requested. This increase, to become effective March 16, will pertain to the handling rates and charges for public storage warehouses located in the counties of King, Pierce and Spokane.—*Litteljohn*.

Manlowe, Spokane, Expands

The Manlowe Transfer Co., Spokane, Wash., has announced an expansion program entailing the expenditure of \$10,000. Property adjoining its terminal on Trent Avenue has been purchased, as well as a parking lot. The present terminal will be extended 80 ft. north to increase space 25 per cent.

The United Trucks (Manlowe interests) has taken over the Beardmore Lines on the coast, operating between Spokane and Portland. The company is operating 49 units in long hauls between Spokane and the coast, and has more than 100 trucks operating out of Spokane.—*Haskell*.

Sugar Rationing Shortens
Work Shifts at Food Plants

Shortened work shifts and lowered production at food plants in the Pacific Northwest are following as a natural corollary to sugar rationing and restrictions recently laid down. The L & N Products, Inc., Tacoma pickle plant, has started on short work shifts; several hundred employees of Nalley's, Inc., Tacoma, are on a basis of 3 or 4 days' work a week.—*Litteljohn*.

Increased Alaska S.S. Terminal
Charges at Seattle Suspended

Increase of terminal charges in Seattle by the Alaska Steamship Co., originally to have become effective Feb. 1, were suspended for 4 mos. by the U.S.M.C.

At the same time, hearings are being held on the application of 3 Alaskan steamship companies for a
(Concluded on page 99)

SEATTLE, WASH.

LET LYON GUARD YOUR GOODS

Carload
DistributorsPORTLAND, Ore. SEATTLE
2333 N. W. Westover Rd. 2610 Dexter Ave.
Walter Hollique, Mgr. Dean McLean, Mgr.

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J. R. GOODFELLOW, Pres.

OLYMPIC WAREHOUSE & COLD STORAGE CO.

MERCHANTISE STORAGE & DISTRIBUTION

1203 Western Avenue Seattle, Wash.
Cold Storage—Dry Storage—Rentals—Pool Car Distribution—Office
Fireproof, brick const.; Sprinkler system; Insurance rate: 12.5c. Siding connects
with all rail lines.

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Office and Desk Space—Low Insurance Rates
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TAYLOR-EDWARDS
Warehouse & Transfer Co., Inc.Free switching service—Low insurance rates—A.D.T. Service,
Associated with leading warehouses through

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New York Chicago San Francisco
Members of—American Warehousemen's Assn.: Washington State
Warehousemen's Assn.

SEATTLE, WASH.

Post graduates in moving personnel!

SEATTLE TERMINALS
UNIVERSITY WAREHOUSE, INC.

1017 EAST 40TH STREET, SEATTLE

Exclusive agent for Mayflower vans. Seattle's finest, most modern
warehouse equipped for handling of household goods and personal
valuables. Located in Seattle's fast-growing University district.
Serving Sand Point Naval Air Base.R. G. CULBERTSON, President
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The SPOKANE TRANSFER &
STORAGE CO.
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THE INLAND EMPIRE'S LARGEST DISTRIBUTORS
MEMBERS: AWA·ACW·WSWA

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Pacific Storage and Transfer Co.

Drayage Storage Distribution

Forward Stop in Transit and Pool Cars
In Our Care

Located in Center of Wholesale District

Nearest Distributing Point

(To) Fort Lewis, Camp Murray, McChord Field
Member AWA·ACW·Wash. State Assn.

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TERMINAL WAREHOUSES, INC.

MDSE. WAREHOUSING and DISTRIBUTION
Concrete and Steel Warehouse located on N.P.R.R.
Tracks. Close to all Railway and Motor Freight
Terminals. Special Lockers for Salesmen's Samples.
Swift and Frequent Service to Fort Lewis, McChord Field
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P. O. BOX 1157 — TACOMA, Wash.

WEST VIRGINIA

SHIPPER'S SERVICE SECTION

D and W, March, 1951

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ELK STORAGE WAREHOUSE CO.

Complete Merchandise Storage Facilities. Pool Cars Solicited. Sales Representatives.

Private Siding

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J. D. FOSTER, Jr., Secy.

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Every facility for you and your patrons' convenience to secure your share of this Five Hundred Million Dollar market is available through

THE W. J. MAIER STORAGE COMPANY

APPLETON, WIS.



Owner, G. H. Buchert Established 1894

BUCHERT TRANSFER LINE
500 North Superior St.

Merchandise and Household Goods Storage

Pool Car Distribution

Motor Freight Terminal for
Royal Transit Inc., Pope Bros., R. T. C.,
Wesley Freight Line, Stenke Freight Line
Chicago Northwestern siding, free switching
Member May.W.A.

APPLETON, WIS.



Owner, Harry H. Long Est. 1920

HARRY H. LONG MOVING & STORAGE

MERCHANDISE - HOUSEHOLD GOODS - MOTOR FREIGHT

Pool Car Distribution

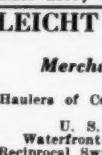
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Brick building equipped for economical storage and distribution. Reached by C&NW - Soo-C&M&P.
Motor Freight Terminal Members of WisWA-N.F.W.A.

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Est. 1920

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Established 1903

LEICHT TRANSFER AND STORAGE CO.

121 South Broadway

Merchandise Distributors and Household Goods
Forwarders.

Haulers of Cement and Contractors Equipment and Heavy Machinery
to All Points.
U. S. Customs, Warehouse, State and Public Bonded.

Waterfront Facilities: Private Siding CMSTP&P-C&NW-GB&W
Reciprocal Switching Wood Pulp a Specialty. Pool Car Distribution.
Members of May.W.A.-WisWA

MADISON, WIS.

Established 1888

Reynolds Transfer & Storage Co.

725 E. Mifflin St.

Merchandise and Household Goods Storage Pool Car
Distribution

Haulers of Contractor's Equipment and Heavy Machinery to all points.

Private Siding Chicago & Northwestern R. R.

Reciprocal switching

Agent Grayson Lines

MILWAUKEE, WIS.

ATLAS STORAGE CO.

MILWAUKEE'S ONLY DOCK WAREHOUSE
ON JOINT TRACKS CMSTP&P&R AND C&NW

647 W. VIRGINIA ST.

MILWAUKEE, WIS.

— UNEXCELLED —

WAREHOUSING AND DISTRIBUTION FACILITIES
POOL CAR DISTRIBUTION - STORAGE IN TRANSIT

— SPECIAL —

FACILITIES FOR DRUMMING BULK OILS FROM
TANK CARS

Represented by
DISTRIBUTION SERVICE, INC.
New York-Chicago-San Francisco

98 For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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ESTABLISHED 36 YEARS

850 Foot Dock



Largest in Wisconsin

18 Warehouses

A.D.T. Service

Specializing in—
Merchandise Distribu-tion and Complete Branch House Services
DEPENDABLE EXPERTTRACK CAPACITY FOR 50 CARLOADS
QUICK SERVICE

MILWAUKEE, WIS.



LINCOLN

FIREPROOF WAREHOUSE CO.

WAREHOUSE SERVICE + RAILROAD SIDINGS
OF EVERY AND DESCRIPTION

DOCKING FACILITIES

LOCATED IN HEART OF BUSINESS DISTRICT

OFFICES: 206 W. HIGHLAND AVE.

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MILWAUKEE, WIS.

NATIONAL TERMINALS CORPORATION

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Milwaukee's most modern and best located Waterfront Warehouse.
Automobile storage. Warehousing on unit basis for spot stocks. Storage
"In transit". Pool car distribution, Customs Bonded.

Member of A.W.A. & W.W.A.

MILWAUKEE, WIS.

"Milwaukee's Finest"

National Warehouse Corporation

— STATE BONDED —

EVERY CONCEIVABLE
WAREHOUSE & DISTRIBUTION
SERVICE AFFORDED

A.D.T. Service

468 E. Bruce St.

C. & N.W.R.R. Siding



MILWAUKEE, WIS.

TERMINAL STORAGE CO.

100-112 W. Seebold St. — Phone Marquette 7091

Milwaukee, Wisconsin

Cooler, Freezer and General Merchandise Storage
Deep Water Dock, Private Siding
on C.M.S.P. & P. R.R.

SHEBOYGAN, WIS.



SHEBOYGAN

Warehouse & Forwarding Co.

A Merchants & Manufacturers Warehouse

11th and Illinois Ave. Sheboygan, Wis.

Member of May. W.A. Wis. W.A.

ATTENTION
SHIPERS

Warehousing is better than
consigned stocks because one
stock will serve many jobbers, full
control of merchandise is always had
and no information is disclosed where
it should not be.

(Concluded from page 97)

rate surcharge of 45%, which Alaskan interests protest "Will tend to depopulate the territory and work an untold hardship on the entire population," since Alaska is almost completely dependent on imports. It was brought out at the hearing held Feb. 9 at Seattle, that the rate increase would boost living costs more than 2 million dollars a year.

The 45% rate increase was granted provisionally by the commission Jan. 7, to the Alaska Steamship Co., Northland Transportation Co., and the Alaska Transportation Co. These 3 requested the higher rates because of increased war-time operation costs. The companies were ordered to produce records of 1941 operations showing revenue and expenses as well as amounts of cargo and extent of passenger services. Financial statement of only one of the 3 companies involved, the Alaska Steamship Co., produced during the hearings held week of Feb. 9, indicated that the rate increases would give this company added gross revenue of \$4,880,404 if business approximated last year's. Gross revenue in 1941, not including mail, was \$10,845,343.55, while operating expenses came to \$9,180,570.82.

The OPM joined the Alaskans in protesting the amount of war rate increase to the 3 Alaska companies.—*Gidlow*.

45% Surcharge on Alaskan Water Freight

An emergency surcharge of 45 per cent on all water freight rates and passenger fares from Seattle to Alaska has been approved by the Maritime Commission to cover increased costs, such as insurance, crew bonuses and lengthened voyages due to the war emergency.—*Littlejohn*.

Wis. Cold Storage Buys Marshfield Storage Co.

The Wisconsin Cold Storage Co., Milwaukee, has purchased the Marshfield Storage Co., Marshfield, Wis. According to Henry C. Kuehn, president of the Milwaukee firm, the plant will operate as a branch of the Wisconsin Cold Storage Co. and no particular change in policy is contemplated. Leo Miller continues as manager under the new owner.—*W.T.N.B.*

Rail Port Traffic

Cars of export freight, other than grain or coal, unloaded at Atlantic, Gulf and Pacific ports in January this year totaled 63,073 cars, compared with 61,783 in December and 45,943 in January, 1941, according to reports just compiled by the manager of port traffic and made public by the Association of American Railroads.

Cars of grain for export unloaded in January this year at these ports totaled 3663 cars compared with 2191 cars in the same month last year.

Notwithstanding the fact that many boats have been taken from regular commercial steamship lines during the last 2 mos., there has been no congestion at the ports nor has there been any delay to traffic, due to the continued cooperation of all concerned, particularly the steamship lines, exporters and shippers.

Waterways and Terminals

(Continued from page 32)

American Barge Line Co., represented by Wesley A. Rogers of Pittsburgh, general freight agent.

DeBardeleben Coal Corp., operating the Coyle Lines, represented by Fred E. Schroeder of New Orleans, traffic manager.

For the convenience of shippers, this section is arranged alphabetically by provinces, cities and firms.

TORONTO, ONT.

M. A. RAWLINSON, Pres. & Gen. Mgr.

M. RAWLINSON, Ltd.

Established 1885

Seven Buildings to Meet All Requirements for Modern Storage and Distribution

Customs Bonded. Pool Car Distribution. Household Goods Moved, Packed, Shipped and Stored.

Members of Can&T—NFWA—BAIFR—FWRA—TC&W—ALLIED VAN LINES

TORONTO, ONTARIO

TERMINAL WAREHOUSES LIMITED

Located on Toronto's Harbour Front in the heart of Industrial Ontario

COMPLETE MODERN STORAGE AND

DISTRIBUTION FACILITIES

Dry Storage Cold Storage Bonded Storage
Office and Light Manufacturing Space Lowest Insurance
Field Warehousing

MONTREAL, QUE.

ST. LAWRENCE WAREHOUSE INC.



1-VAN HORNE AVENUE, MONTREAL, CANADA.

200,000 SQ. FT. OF MODERN FIREPROOF SPACE
LOCATED IN THE EXACT CENTER OF THE CITY
OF MONTREAL

Canadian Customs Bond. Private Siding—8 Car
Capacity—Free Switching—All Railroad Connections

New York Representative: Frank J. Tully
277 Broadway, New York City. Telephone Worth 2-0428

MONTREAL, QUEBEC

Established 1903
W. G. KENWOOD, Pres. & Mgr. Dir.

Westmount Transfer & Storage Ltd.

205 Olivier Ave., Westmount, P. Q.

LOCAL AND LONG DISTANCE MOVERS

Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

Member: N. F. W. A., C. S. & T. A.

What your defense dollars buy



The TANK is to the Army what the tackle is to the forward line of a football team. It is the "break-through." Head-on, it crashes timber, houses, enemy fortifications. Once it has opened the way, the attacking force follows for the "mopping up."

The Nazis, using these great steel pachyderms which they produce in vast quantities, have been able to break through every fortified line in 14 conquered countries.

In America, the medium-sized tank is the popular size. A medium-size tank weighs 30 tons. To make it takes as much steel as would be used in 500 refrigerators, as much rubber as goes into 87 average automobile tires.

The planning of a tank takes as great skill as a large-scale construction job. One recently converted automobile plant, faced with retooling for tank production, had to put 200 engineers to work in day and night shifts for one month, mapping out machinery requirements and plant layout.

To match the mechanical might of aggressor nations today, America needs thousands of these tanks. They're rolling off the assembly lines now. They cost real money. Every time you buy an \$18.75 Defense Savings Bond or a 10¢ Defense Saving Stamp, you give your country money enough to buy a vital part for another new tank.



BUY DEFENSE SAVINGS BONDS AND STAMPS
AT ALL BANKS, POST OFFICES AND SAVINGS AND LOAN ASSOCIATIONS

HOTEL PHILADELPHIAN
FORMERLY HOTEL PENNSYLVANIA
DANIEL CRAWFORD, Jr., Manager
39th and CHESTNUT STREETS
PHILADELPHIA, PENNA.

Our courteous and competent staff will give you the utmost in friendliness, comfort and service. Conveniently located to all stations, and only five minutes away from the heart of the business section.

600 ROOMS each with bath from \$3.00 up
RADIOS IN EVERY ROOM

Lounge and Restaurants. Unrestricted Parking to 3 a.m.

River Terminals Corp., represented by John J. Dee of Houston, president, and W. C. Moore of New Orleans, assistant to president.

A number of other water carriers were unable to be present at the initial organization meeting. However, they have announced their intention to join this new organization. Present as an observer for Waterways Transportation, Inc., was the company attorney, Theodore D. Drury, Esq.

The thought was expressed by those present that the many problems arising under regulation can best be met through a voluntary organization of this kind through which such problems can be most effectively handled. The for-hire common and contract water carriers operating on the waterways named are cordially invited to join in this new organization.

The chairman who will head the Inland Water Freight Assn. has not yet been chosen. However, this announcement will be made as quickly as possible. Water carriers interested in joining the association should promptly communicate with John J. Dee, president, River Terminals Corp., Cotton Exchange Bldg., Houston, Texas, who is acting as temporary chairman of the executive committee. Bona fide operators who make request of Mr. Dee will be furnished, without obligation, with full information and a copy of the articles of association adopted at the meeting.

Directors of Traffic on Inland Rivers

Joseph B. Eastman, director of defense transportation, announced the formation of a river carriers transportation advisory committee.

The committee will co-operate with Edward Clemens, director of the division of inland waterways.

Andrew P. Calhoun, vice-president of the American Barge Line Co. of Pittsburgh, has been named chairman, and other members are:

Henry M. Baskerville, Western Oil & Fuel Co., Minneapolis; Charles T. Campbell, Campbell Transportation Co., Pittsburgh; A. W. Dann, Union Barge Line; H. M. Daschbach, Ohio Barge Line Co., Pittsburgh; H. F. Debardeleben, W. G. Coyle & Co., New Orleans; John I. Hay, John I. Hay Co., Chicago; A. C. Ingersoll, Central Barge Co., Chicago; W. W. Marting, Ohio River Co., Cincinnati; Chester C. Thompson, Inland Waterways Corp., St. Louis; Colonel L. E. Willson, Arrow Transportation Co., Sheffield, Ala.

J. F. Miller, for 6 yrs. I.C.C. district director in the Kansas City area for the Bureau of Motor Carriers, is now in active service as a major of infantry.—*S. Smith.*

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BAKER CRANE TRUCKS

speed up yard operations



Gentlemen:

We thought that the attached photograph showing one of your cranes in operation in our casting storage yard might be of interest to you.

At this particular time the operator is handling a bed that is 8½' long. We also handle many of our longer and heavier beds, in fact considerably beyond the rating of the crane, by lifting one end and placing a dolly under the bed, and using the crane to lift the other end, and also to pull the long bed inside the building.

Yours very truly,
THE MONARCH MACHINE TOOL CO.

J. A. Raterman

JAR:K

December 22, 1941

Let us demonstrate how a Baker Crane Truck may step up the efficiency of your yard storage operations. Call our nearest representative, or write us direct.

THE MONARCH MACHINE TOOL COMPANY saves time and space

With every available square foot of inside floor space needed for increased production, yard storage and handling takes on added importance. Baker Crane Trucks have the sturdiness and maneuverability required for this work—their trackless flexibility makes them ideally suited for carrying heavy materials or parts in and out of buildings, and placing them just where needed. Time, space and man-power thus conserved has today a value far greater than the dollars and cents savings.

BAKER INDUSTRIAL TRUCK DIVISION of the Baker Raulang Co.

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